

# ★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
**PASS THIS COPY ALONG**

NOVEMBER 1965









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# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

NOVEMBER 1965

Nav-Pers-O

NUMBER 586

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• **FRONT COVER:** OUT TO SEA—Crew members of USS Norfolk (DL 1) man the rails as their ship heads for the Bridge of Nations. Norfolk was departing Panama for exercises in the Pacific with ships from Colombia, Ecuador, and the U.S.

• **AT LEFT:** SEAPLANE TENDER USS Salisbury Sound (AV 13) eases into the marginal pier at U.S. Naval Station, Kodiak, Alaska, with the help of the station tug. 'Sally' is well known in Kodiak for helping the area to recover from the quake and tidal wave of last year.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

# Ordnance

**A**T FIVE AM, as dawn was breaking over the Caribbean, the flight deck of *uss America* (CVA 66) was already bustling with activity. As the rest of the ship slept, the 56-man flight deck ordnance handling crew was hastening to load bombs and rockets on planes that would participate in a strike on simulated targets.

The men of the ordnance crew are used to long hours and little sleep. During a typical operation period with an 0730 launch time, they must clean up and have morning chow before flight quarters sounds at 0600. Once the word is passed over the ship's ordnance intercom system, they break the high explosives out of their storage spaces and send them to the assembly area where other components of the bombs and rockets are mated. The assembly crews put them together as quickly as safety precautions allow, load the ordnance on the bomb elevators and send it to the flight deck, where it is picked up by the flight deck ordnance handling crews and taken to the waiting planes.

Here is the point where maximum safety precautions must be observed. They do a meticulous job of checking not only the circuitry of the ordnance but also the firing circuits of the planes, making sure that everything is safe and operational.

After all systems have been

**STEADY HANDS**—Ordnanceman loads Sidewinder. Below: Bombs are loaded for mission aboard the new carrier.





# Men Carry a Big Load

cleared, then, and only then, is the ordnance put into place.

America is fortunate that the nucleus of her flight deck personnel are all experienced carriermen with several years of training behind them. These senior petty officers and the ordnance officers see to it that all new men joining the flight deck team are well trained in their jobs and able to handle any emergency that might arise.

Also on the scene are the members of the explosive ordnance disposal team, prepared to disarm any bomb or rocket that might be a hazard to the ship. There are three members to the team, dispersed in key spots throughout the ship. One man is in the assembly area, where the explosives and other components of the bombs are joined. Another is on the flight deck observing safety precautions and is always handy during any loading operation. The third is an ordnance officer who is more or less a trouble shooter. He roams through any space where ordnance is being handled.

Another man with a great responsibility during any ordnance evolution is the air gunner. Coordination between the aircraft handling officer and the air gunner is essential in the loading phase of any ordnance handling problem. The aircraft spotted for the next strike must be known in advance of loading by the squadron ordnance crews. It is the



**A LOOKER**—USS America (CVA 66) makes a fine picture with planes on deck.

duty of the air gunner to pass on this information to the crews and to direct all loading and unloading of ordnance.

On board this 1047-foot long warship, as on the other carriers throughout the Atlantic and Pacific Fleets, the air wing is the main arm

of both offense and defense and no plane in the air wing could function in combat without the help of the ordnance crew. They load, unload, store and maintain the ordnance that might one day be used in defense of the nation.

—Mike Cleveland, JOSN, USN

**OFF THEY GO**—Skyhawk armed with practice bombs roars down the cat during air operations aboard USS America.







THE BUPERS STORY—

# The Book With 2500

**Y**OU WILL PROBABLY find *The Book* interesting.

Granted, the *BuPers* Manual has never been recommended for light reading. It's too heavy to read in bed (four pounds, 13 ounces), is completely devoid of humor, and definitely could use some action in places. Nevertheless, the theme is fascinating—it's about your career.

If, for instance, you're a whitehat who would prefer to use the forward brow you might take a look at Chapter One of Part C. There you'll find a rundown on the paths to a commission. Depending upon your inclinations and qualifications you can choose between such opportunities as NESEP, Integration and the Warrant Programs, among others.

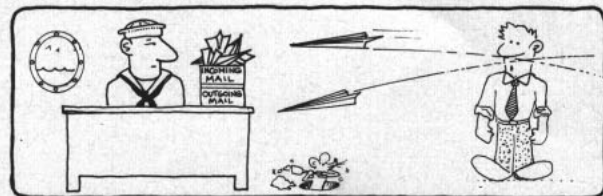
Or you might like to end an argument concerning a Navyman's rights and privileges to leave and liberty. *The Book* can be a powerful ally. See Chapter Six of Part C. Whatever your interest, career-wise . . . reenlistment incentives, schooling, travel benefits, advancements, changes in rating . . . it'll be in *The Book*.

However, the *Manual* is a technical publication and is subject to all the complexities such a term implies. Even the YNs and PN's, who are experts, run into occasional snags in interpretation. But don't let that stop you—why become an expert? Anyone of average intelligence can

understand the basics, and when you want additional information your personnel office will be happy to help.

To clarify some of the technical points, *ALL HANDS* will publish a series of articles on *BuPers* activities of which this is the first. Used as directed you'll find *The Book* a valuable aid in furthering your Navy career.

**T**HE MANUAL has five parts. Part A deals with organization, plans and control; Part B with correspondence, post offices, records and reports; Part C with



BUREAU EFFICIENCY IS INSURED BY MODERN OFFICE PROCEDURES...

administrative regulations and procedures; Part D with training and education; Part H with the Naval Reserve.

Appropriately enough, Chapter One of Part A is a general description of the Bureau of Naval Personnel and its components. A general understanding of the Bureau and how it operates will greatly simplify your





# Characters

use of the Bureau's most important publication, the *BuPers Manual*.

BuPers, like any large organization, is divided into many parts, each dealing with a specific area of the whole. The *BuPers Manual* was written and is updated piecemeal, with each contribution coming from the division, branch or section which is primarily concerned with a specific paragraph of the *Manual*.

In other words, the regulations in The Book which relate to the Navy's policies on enlisted distribution were not written by an entity called BuPers but by a small group of men whose full time job is enlisted distribution. The rules are approved by all offices concerned, of course, but the ideas and principles behind the regulations usually begin with the specialists.

It's interesting—as well as informative—to know who these people are, and how they operate.

## Lights . . . Camera . . . Action

**T**HE BUREAU OF NAVAL PERSONNEL is located in the Arlington Navy Annex in Washington, D. C., overlooking the Pentagon to the east and Arlington National Cemetery to the north. Its mission is to create a balance between the morale and well-being of more than 600,000 Navymen and the Navy's always-pressing needs.

The Bureau is people, Navy people who work on behalf of the man in the Fleet and on shore stations all over the world—Regulars, Reserves and their dependents. The BuPers crew includes 800 Navymen, about half of whom are officers from ensign to flag rank (eight, including CNP, hold flag rank). The enlisted people include men and women from most of the Navy's clerical ratings.

In addition to the active duty Navymen, the Bureau employs about 1700 Civil Service personnel, many of whom have past experience in the Armed Forces. As experts in many fields who are not subject to military change-of-station orders, they form a hard core group which lends the desired continuity to the workings of BuPers.

BuPers is directed by a vice admiral, presently Vice Admiral B. J. Semmes, Jr., who is the Chief of Naval Personnel and who also doubles as Deputy Chief of Naval Operations for Manpower and Naval Reserve (see box). His assignment is briefly outlined in the first paragraph of The Book, A-1101. To quote the *Manual*, CNP "... directs the administration of all naval personnel throughout the naval establishment; supervises the administration of the Bureau of Naval Personnel and insures the efficient performance of its duties and functions as prescribed by statutory law and delegated by the Secretary of the Navy; and maintains liaison with the other armed services of the Department of Defense on personnel matters." This adds up to a lot of directing.

The second paragraph describes the duties of the Deputy Chief of Naval Personnel, who acts very much as the exec. (See box).

## Introducing in This Corner . . .

**S**UBORDINATE TO THE CHIEF and Deputy Chief are 11 assistant chiefs, who are usually identified in the Bureau as Pers A, Pers B and so forth. Further down the line the Bureau is divided into divisions, branches and sections. Chapter One of The Book describes the duties of each assistant chief and each division. Where it is of interest to the average Navyman ALL HANDS will add descriptions of individual branches.

In Article A-1103 through Article A-1108, the *Manual* discusses the duties of divisions and men who advise and assist CNP and might be considered to be on his staff. They report not to an assistant chief but directly to the Chief or Deputy Chief.

The first of these (see Article A-1103) is the Administrative and Management Division, which does exactly what the title suggests. The division—Pers 11 (divisions which report directly to CNP do not have



MANY OF THE CIVILIANS ARE RETIRED NAVYMEN . . .

alphabetical Pers designations)—assists the Chief of Naval Personnel in the administration, organization and management of the Bureau; provides management staff assistance to Bureau divisions and field activities; administers the Bureau's personnel management program; develops budget estimates, allocates appropriated funds





Arlington Annex is home port for BuPers.

and controls expenditures for internal Bureau departmental operation; and provides various administrative services.

Article A-1104, which established a billet for the Special Assistant for Leadership Development, is no longer in effect. Leadership is now the responsibility of Pers C, the Assistant Chief for Training.

Article A-1105 describes the duties of the Bureau



TRANSPORTATION ARRANGEMENTS MAY BE MADE THROUGH THE BUREAU...

Counsel, an experienced lawyer who serves as legal advisor to CNP and to all divisions and levels of BuPers. As an expert on government contracts and contracting policies, practices and procedures, he assists the Chief in the procurement of materials and services under the Bureau's cognizance. This largely consists of training services from industrial contractors and educational services from universities, schools and other non-profit organizations.

The Personnel Research Division, outlined in the next paragraph of the *Manual*, is no longer a staff division but a part of Pers A. This brings us to Article A-1107, the Office of Liaison and Technical Information. This office answers inquiries from Congress, Cabinet members, governors and the Secretary of the Navy and advises on public relations aspects of Bureau policies.

#### Wizards with Computers

**T**HE DIVISIONS AND OFFICES mentioned so far affect the individual Navyman in only the most general and indirect manner. The last staff division, however, has a marked (though still indirect) influence upon your life as a Navyman. This division is Pers 19, the Manpower Information Division. Pers 19 has the computers.

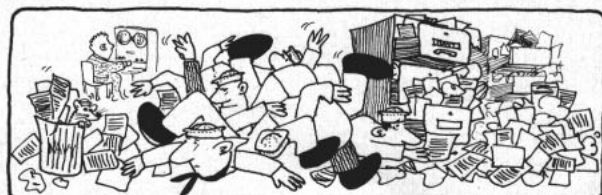
As outlined in Article A-1108, Pers 19 furnishes manpower information for other parts of the Bureau—and the Navy—when requested. It is Pers 19 which keeps taped data on virtually every Navyman, and informs the Seavey/Shorvey section who is eligible for transfer. It is Pers 19 which tells Pers A how many first class petty officers the Navy will probably be allowed to advance to CPO in say, 1967, based on estimated attrition rates. Pers 19 is also responsible for devising new ways to utilize data processing within BuPers to benefit both the Navy and the Navyman.

Using the computers, Pers 19 has enabled BuPers to introduce many programs which would not be feasible if data were processed by filing clerks. The recent emphasis on NECs as a factor in duty assignments, for instance, was made possible only by the computer's capability for keeping track of people and their qualifications. Ditto three times a year seavey and also ditto semi-annual CPO examinations.

#### Plans is Spelled with a Capital 'A'

**P**LANNING FUTURE ACTION is one of the most important functions of any organization. In the Bureau of Naval Personnel this is done by Pers A, headed by the Assistant Chief for Plans and Programs. Pers A has recently assumed new responsibilities and two new Pers A divisions have been added. The *BuPers Manual* will be changed to reflect the new situation sometime in the near future.

When revised, Article A-1109 of *The Book* will read: "The Assistant Chief for Plans and Programs initiates the development and supervises Bureau-wide efforts in formulation of personnel plans and policies to support the Naval Establishment within the framework of the Approved Five Year Force Structure and Financial Plan and to provide for mobilization in event of emergency; monitors the Bureau-wide effort in executing personnel plans and policies, directs appropriate corrective action; supervises personnel program management in the integration of Bureau efforts to support Navy Department weapons system program and project



MANY PROGRAMS WOULD NOT BE FEASIBLE WITHOUT THE COMPUTER!

managers, directs operations research activities pertaining to personnel management and control; integrates the Navy's personnel research program; coordinates and supervises Bureau inputs to OSD and Navy program planning systems; reviews proposed legislation, and directs and coordinates implementation of enacted legislation affecting naval personnel; prepares and presents information, recommendations and testimony relative to naval personnel to congressional committees, and other agencies as required; maintains liaison with the three military departments and agencies of the Department of Defense in the development of joint person-





Pers 19 and their computers furnish manpower information

nel policies; and advises the Chief of Naval Personnel in these matters."

For all this the Assistant Chief can use some help, and he's got it. Pers A controls five divisions, two of which are listed in the *Manual*: The Plans Division (Paragraph A-1110) and the Policy Division (A-1111). The Requirements Division (A-1112), though listed in



THERE ARE 5 PERS A DIVISIONS!

The Book, has since been transferred to CNO's office and three additional divisions added to Pers A: Personnel Research (Article A-1106); Personnel Program Management; Operations Analysis. The *BuPers Manual* will be revised in the future to reflect these changes.

#### They're Gazing Into Your Future

**P**ERS A-1, the Plans Division, decides what the Bureau will do in the future and drafts plans which usually extend five-sometimes 10-years ahead. Taking as much information as possible into consideration, the division determines how many officers and enlisted men the Navy will need in, say, 1969, and what training these men should have. The division then outlines training schedules, taking into consideration such things as estimated attrition rates, DOD ceilings, training budgets and facilities, and expected technical developments.

In addition, Pers A-1 prepares appropriate Reserve, mobilization, catastrophe and logistic plans for promulgation, and reviews implementation.

Pers A-2, the Policy Division, has a number of interesting irons in the fire. The division helps BuPers develop its general personnel policy, monitors and interprets the nation's laws as they apply to Navymen.

A-2 is divided into four branches, the first of which (A-21, the Policy Control Branch) coordinates policy matters within BuPers for the over-all administration of naval personnel. Pers A-21 further reviews all BuPers directives to ensure correct interpretation and execution of established plans and policies. The Navy position and representation on changes to the *Joint Travel Regulations* originates from Pers A-21. The Entitlement Section of A-21 controls policy formulation for entitlement to most allowances and makes policy determinations in individual cases. Also included in the section's responsibilities is the administration of the Navy's equal

opportunity program and preparation of changes to the *BuPers Manual*.

The second branch of the A-2 division processes proposed legislation which affects Navymen. Headed by a law specialist, this branch acts as the Bureau's liaison with the Office of Legislative Affairs.

A-2's third branch, A-23, is the clearing house for all official figures concerning manpower. A-23 compiles and publishes about 1500 statistical reports each year—reports which are used by other sections of the Bureau as well as the Navy Department to determine the Navy's manpower needs today and in the future.

The last branch of the division is relatively new, established this September. Its job will be military compensation, and is expected to conduct studies of all types of compensation (including fringe benefits) and prepare justification for new pay proposals. Establishment of the new division illustrates A-2's growing interest in pay, allowances and fringe benefits.

#### Making Programs Fit the Uniform

**P**ERS A'S THIRD DIVISION is the Personnel Research Division. Pers A-3 is responsible for the administration of the Bureau's manpower research program.

Pers A-3 is subdivided into three branches, the first of which conducts personnel research concerning items such as the rating structure, enlisted classification system and the officer classification system. This branch also develops and updates several publications relative to personnel systems, including the *Manual of Navy Officer Classifications* (NavPers 15839A), the *Manual of Qualifications for Warrant Officers* (NavPers

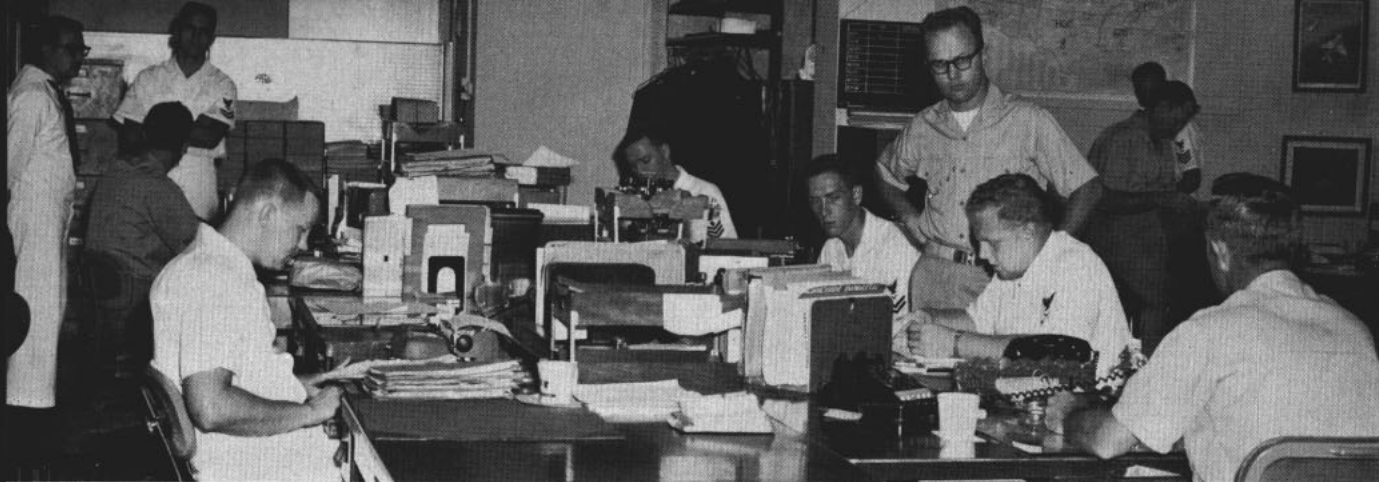


PERS A3 ANTICIPATES THE EFFECTS OF NEW DEVELOPMENTS!

18455A), the *Manual of Qualifications for Advancement in Rating* (NavPers 18068B) and the *Manual of Navy Enlisted Classifications* (NavPers 15105 series).

**T**HE SECOND BRANCH of the Personnel Research Division is concerned with the psychological aspects of the division's programs. In the past this branch has produced a computer-assisted assignment system used to order recruits to service schools, and is presently developing an electronics technician's course which is be-





Whitehats predominate throughout EM distribution section

lied to be less complex than is the current ET course. If the plan works out as anticipated, men with lower GCT/ARI combinations will be allowed to enter the electronics field.

Branch number three deals in new developments research. Pers A-33 keeps tabs on the development of new weapons and equipment, making sure the designers observe the requirements for manpower. If, for instance, a new sonar system is in the mill, A-33 will try to make sure the engineers don't plan a system which requires

sion will help plan your career along a BuPers-designed pattern and increase your value to the Navy.

In addition, Pers A-4 frequently checks men in certain critical ratings to make doubly sure experienced men have been assigned the proper NEC number.

The final division in Pers A, A-5, is responsible for operational analysis. The division consists of a Wave computer analyst, a naval aviator who is a math specialist and four civilians who have mathematics degrees. They build mathematical models.

Their end result—never mind how they achieve it—is a determination of optimum career patterns for men in given ratings. The division determines, for instance, the percentage of first-term reenlistments which, in a specific rating, would result in the maximum cost-effectiveness for the Navy. Reports from the operational analysis division are used by Pers A in planning, by the SecNav Retention Task Force, and by legislators planning new laws and appropriations.

All in all, the five Pers A divisions provide information and instructions to the other BuPers divisions and the CNP. Pers A is basically concerned with the smooth running of the BuPers organization. In most cases the effect of Pers A upon your career is indirect. Pers B is an entirely different matter.

#### They Know Where You're Going—including Up

**P**ERS B IS CONCERNED WITH people: Enlisted advancement, Seavey/Shorvey, recruiting, officer promotions, officers' orders—many of the good things of Navy life come from Pers B.

Article A-1113 describes the duties of the Assistant



CAREER INCENTIVES OFTEN COME FROM PERS B...

more sonar technicians than will be available.

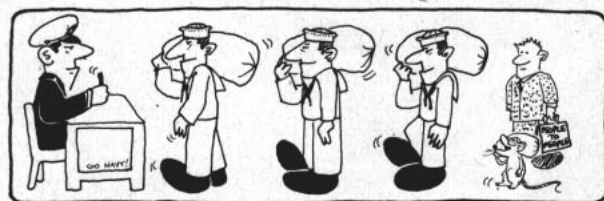
In addition, the third branch relays word to the various BuPers divisions, advising them on new systems and the manpower requirements which will result. This information allows the Bureau, and its shipmates in Pers A in particular, to anticipate changes which are expected to result from such major developments as microelectronics.

#### VIP (Very Important Programs)

**A**-4, THE FOURTH division of Pers A, is responsible for coordinating the planning, recruiting, assignment and training for programs which are designated by CNP as very critical. An example is the Antisubmarine Warfare program.

New ASW systems are high priority projects not only for the engineers, but for the manpower people as well. While the new SQS 26 sonar, for instance, was under production, Navymen who would eventually man the gear were in school. When the sonar went to sea, so did the Navymen, by then formally trained. Pers A-4, the Program Management Division, coordinates the ASW personnel program and carefully monitors its progress.

**O**THER PROGRAMS now underway are the programs for submarines, nuclear power, antiaircraft warfare (including missiles), command and control systems and aircraft weapons systems. If you're connected with any of those programs, Pers A-4 is watching you. The divi-



PERS B IS CONCERNED WITH PEOPLE!

Chief for Personnel Control. "The Assistant Chief," the *Manual* states, "administers and coordinates the direction of the Officer Distribution, Enlisted Personnel, Recruiting, Officer Promotions and Retirements, and Personnel Transportation Divisions of the Bureau of Naval Personnel and advises on policies and legislation pertaining to the functions of these divisions."





Seavey/Shorvey, Pers B-2, personnel at work. Rt: Aviation assignment



The *Manual*, in Articles A-1114 through A-1118, defines the assignments of the five Pers B divisions.

#### Must Reading for Junior (and Senior) Braid

**P**ERS B-1 is in charge of officer distribution. This division roughly corresponds to enlisted personnel's Seavey/Shorvey section. It consists of three branches, one for grade assignment, one for officer placement and a separate branch for staff corps liaison and services. The first two branches work together in the assignment of most of the Navy's officers below captain, while the last branch is responsible for the assignment of staff corps officers, also below captain. Captains' orders are determined by two Pers B-1 assistant directors.



CHANGES ARE THOROUGHLY DISCUSSED BEFORE DISAPPROVAL!

Essentially, the functions of the first two branches are simple: The grade assignment branch concerns itself with the career development of the individual officer, and the officer placement branch is responsible for the officer manning of each Navy command.

The grade assignment branch has six sections: The commander (surface/aviation) section; lieutenant commander (surface/aviation) section; LT/LTJG/ENS/LDO (surface) section; LT/LTJG/ENS/LDO (aviation) section; TARs (surface/aviation) section; and the Wave section.

The officer placement branch consists of 11 sections, each of which controls specific types of naval activities: Fleet staffs and carriers; cruisers, destroyers and minecraft; amphibious and auxiliary; submarines; air combat units; schools; Washington departments; aviation activities; security; bureaus; and field.

#### Who Fills the Bill(et)?

**W**HEN A SECTION of the officer placement branch has a vacancy, that section notifies the appropriate section of the grade assignment branch. The grade assignment branch scans the list of eligible officers and decides who would most benefit by, and best fill, the billet offered.

The staff corps liaison and services branch, the third B-1 branch, performs both the functions of an officer

placement and grade assignment branch, assigning all officers in the Medical, Dental, Nurse and Medical Service Corps, Supply Corps, Chaplain Corps and Civil Engineer Corps. Assignment of staff corps officers is a result of liaison between the Bureau of Naval Personnel and the staff corps sponsor.

Which brings us to the second division in Pers B, the Enlisted Personnel Division. As described in Article A-1115 of the *Manual*, the division: "Initiates, develops and implements enlisted personnel policies and exercises technical control in the following areas: distribution and assignment throughout the naval establishment; classification and advancement; reenlistments, extensions of enlistments, non-disciplinary separations, and Fleet Reserve; measures which lead to the enhancement of a naval career; transfers of Reserves to Regular Navy. Implements enlisted Reserve policies in following areas: recall to active duty except "active duty for training;" screening of Ready Reserves. Exercises management and technical control of receiving stations."

B-2 is subdivided into two branches, the Distribution Branch and the Career Activities Branch. Each is further divided into sections.

#### To Lant or to Pac, That is the Question

**T**HE DISTRIBUTION BRANCH controls the qualitative and quantitative distribution of naval enlisted personnel throughout the naval establishment. It also does the direct detailing of Navymen to offices of naval attaches, missions, MAAGs, certain joint and allied commands, communication security groups, special projects and similar activities; initiates and administers policy con-

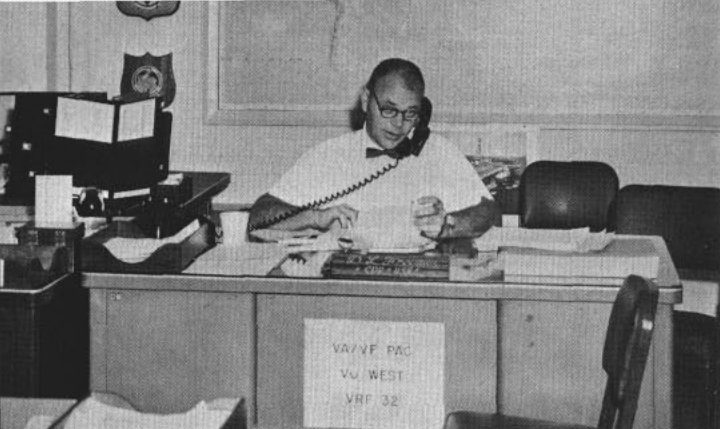


BUPERS IS ALWAYS OPEN TO NEW IDEAS...

cerning humanitarian transfers; prepares replies to congressional and special inquiries related to enlisted personnel; administers enlisted leave and permission to visit foreign countries; selects instructors for and controls the flow of enlisted students through BuPers managed schools and exercises management control of EPDOConus.

This branch is further divided into several sections.





BuPers has your service record on file.

The largest—and for the peripatetic Navyman perhaps the most interesting—is the Distribution Control Section. This includes the Seavey/Shorvey desk and other desks where Navy men are assigned to EPDOs in Lant, Pac and CONUS, and the swap desk (which handles no-cost-to-the-government trades). Another section—detailing—handles new construction assignments, MAAGs and Missions, Washington Activities and other special detailing. The detailing section is also responsible for



special orders resulting from reenlistments for an offered incentive.

Another section of the distribution branch, the training assignment section, accepts requests and details men to special training, such as nuclear submarine training, conventional submarine training and functional (class A, B and C schools) schooling, including factory-schooling.

Still other sections of the distribution branch handle humanitarian assignments, statistics and Seavey/Shorvey planning (see ALL HANDS report on Seavey/Shorvey, June 1964) and rating control of critical ratings.

#### Reach-for-the-stars Department

**T**HE SECOND BRANCH of the Enlisted Personnel Division is the Career Activities Branch which initiates, develops and implements policies calculated to enhance the Navy enlisted career. The division controls four sections.

The first section, Enlisted Career Retention, initiates and controls career programs to encourage reenlistments such as STAR, SCORE and other reenlistment incentives including the choice of duty option. The section also provides logistic and technical support for the enlisted retention/leadership development organization on the type commander staffs, and for the career counseling program management in the Navy.

Another section of the Career Activities Branch is responsible for enlisted advancement. It convenes the E-8 and E-9 selection boards, monitors career incentive pay, mails the E-7, E-8 and E-9 advancement letters, is responsible for changes in rating, and develops directives concerning enlisted advancement.

NECs are controlled by still another section, Classification, which writes the *Naval Enlisted Classification Manual*, controls Reservist and recruit classification and administers GCT and basic battery tests.

Still another section handles discharges, early separations, Fleet Reserve transfers, reenlistments and extensions and most medical surveys.

Article A-1116 of The Book outlines the duties of the third Pers B division, Personnel Transportation. This division handles all Navy traffic going east from CONUS and exercises administrative control over the office in Com 12 which handles Navy and Navy dependent traffic to the Pacific. If you have orders to an overseas Atlantic area, your transportation arrangements will be made through the Personnel Transportation Division, which will make reservations for you with MATS or MSTs, help you arrange for passports for your dependents, and supply whatever information and assistance you need.

#### Up the Ladder, and Over the Side

**T**HE PROMOTIONS AND RETIREMENTS Division of Pers B is next described in the *Manual*. It is responsible for the administration of officer promotions, and retirements for both officers and enlisted men. As part of its functions the division:

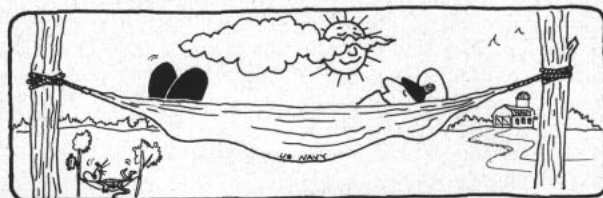
- Reviews established policies, directives and statutes and proposed changes concerning the promotion of all officers and the retirement of officers and enlisted men of both Regular and Reserve components and makes recommendations.

- Is responsible for liaison with other departments, agencies and offices of the government on matters pertaining to the promotion and retirement of Navy men and the processing of three- and four-star flag officer nominations.

- Reviews, when requested, petitions under the division's cognizance destined to go before the Board for Correction of Naval Records and prepares the Bureau of Naval Personnel's comments and recommendations.

The division also has a member on the Enlisted Disability Board (Pension), the Augmentation Program Board and the Inter-service Transfer Board.

Then (in Article A-1118) comes the Recruiting Divi-



sion, responsible for selling the Navy to approximately 150,000 young men and women each year. Technically, the Recruiting Division: "Administers programs for the recruitment of men and women for enlisted, officer candidate and officer status in the Regular and Reserve components of the Navy. Prepares for the Secretary of the Navy the documents required for original appointment to warrant and commissioned grades."

#### One More Step and You're In

**T**HE DIVISION LAYS DOWN guidelines for recruiters, specifying (within the limitations set by DOD) the minimum qualifications for acceptance into Navy recruiting programs. The division also exercises technical

## Meet the Boss of the Bureau, CNP Himself, and His Deputy

Since 1942, when the Bureau of Navigation changed its name to the Bureau of Naval Personnel, many top men have served as its chief and deputy chief. All have had one thing in common: experience—ashore and afloat—in demanding sea duty assignments and complex administrative and management billets. They knew the needs of the Navy.

The present Chief and Deputy exemplify this varied school of experience. CNP, Vice Admiral Benedict J. Semmes, Jr., for instance, has more than three decades of naval service behind him: He has been a Navyman since he entered the Naval Academy in 1930. He began his seagoing career aboard *uss Mississippi* (BB 41) and early in his career had a taste of staff duty with Commander, Battle Force until March 1938, after which he had duty on the fourstack destroyers *uss Claxton* (DD 140) and *Badger* (DD 126).

In January 1940 he was assigned to *uss Wasp* (CV 7). During the early days of World War II he served aboard the carrier in the Atlantic, where *Wasp* carried two loads of British *Spitfires* through the Axis-controlled waters of the Med to strengthen Malta. After the second trip (during which the German Navy claimed to have sunk the flattop which was giving them so much trouble), *Wasp* headed for Pacific waters. In the Pacific she participated in several engagements, including the battles for the Solomons, before she was hit by torpedoes and sank in the Coral Sea in September 1942. Just a few months later Admiral (then Lieutenant) Semmes was assigned to *uss Sigsbee* (DD 502), which was involved in action at Marcus and Wake Islands and Tarawa.

In the summer of 1944 he took command of *uss Picking* (DD 685), where he earned the Navy Cross and the Bronze Star for heroism in combat. After World War II his duties included command of *uss Ault* (DD 698), DesDiv 302 (in WestPac during the Korean Conflict), Chief of Staff for DesLant, Chief of Staff for Commander Gulf Sea Frontier and several tours in BuPers. More recently he was Commander, Middle East Force and Commander Cruiser Destroyer Force, Atlantic. He became Chief of Naval



VADM Benedict J. Semmes, Jr., USN  
Chief of Naval Personnel



RADM Bernard M. Strean, USN  
Deputy Chief of Naval Personnel

Personnel on 1 Apr 1964.

The Chief's number one assistant, Rear Admiral Bernard M. Strean, only recently reported to the Bureau. His last assignment was as Commander Carrier Division Two, aboard *uss Enterprise* (CVAN 65). It was under his command that the three nuclear surface ships completed Operation Sea Orbit (see ALL HANDS, October 1964).

Like Admiral Semmes, Admiral Strean saw duty in the Pacific during World War II. In 1943 he took command of Fighter Squadron One aboard *uss Yorktown* (CV 10). On 15 June of the following year, while the flattop was operating in the Marianas area, then-Commander Strean earned a Distinguished Flying Cross for leading his squadron in a bold fighter sweep against the Bonin Islands, personally shooting down one Japanese aircraft. His DFC also covered his actions on 19 June when, encountering Japanese air groups attempting to strike U. S. warships, he led his squadron in an attack. Two of the enemy were shot down by Commander Strean. His squadron destroyed a total of 32 aircraft, with eight more probable kills.

The following day, 20 June, he earned the Navy Cross for extraordinary heroism in action during the first battle of the Philippine Sea. He led his squadron in the first attack on the enemy fleet and personally scored a direct bomb hit on a Japanese aircraft carrier. In September 1944 he became commanding officer of Air Group 98, and in May 1945 transferred to command of Air Group 75.

control over the recruiting establishment, which includes eight area directors, 38 main stations and 826 branch and sub stations.

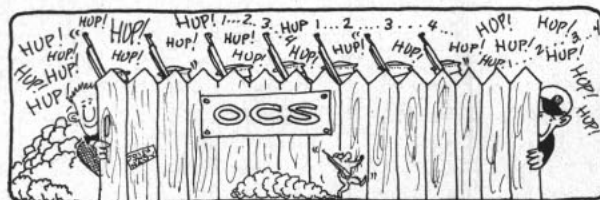
In addition, the division manages officer selection programs including OCS, AOC, NavCad, in-service procurement, the college training program (NROTC), the Naval Academy and nurse and doctor procurement.

### Opportunity Unlimited

**P**ERS C ADMINISTERS all basic, technical, specialized, officer candidate, advanced and postgraduate education and training for Navymen, both Regular and Reserve, except aviation and medical training. Pers C has recently been reorganized and now includes four divisions, instead of the two now outlined in The Book.

The Weapons Systems and Fleet Training Division is responsible for management, curricula and instruction

in the submarine and FBM, surface missile system, surface ordnance, and ASW systems training programs. This division is also responsible for Fleet and special training



programs such as diving, UDT, and counterinsurgency.

The Service Schools Training Division administers the majority of enlisted rating training, including recruit, for Navymen. It is responsible for management, curricula and instruction in shipboard engineering,

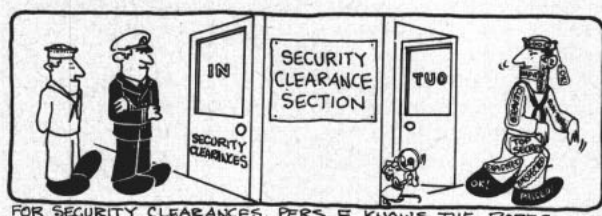




Waves at work on key punch in assignment section

electronics and the administrative rating fields. Additionally this division provides for training of both officers and enlisted personnel of the Naval Reserve and for foreign students under the Military Assistance Program.

The Officer Education Division is responsible for



officer education programs in the Navy. Included in its functions are management of such programs as the NROTC, Naval Postgraduate School and officer special schools.

General military training, publications and Training Aids are three of the primary responsibilities of the General Military Training and Support Division of Pers C. This division also administers such programs as dependents' schooling and small-arms training.

#### Concerning the Civilian Component

**T**HE ASSISTANT CHIEF for Naval Reserve and Naval District Affairs, who supervises the activities of Pers D, is a rear admiral. His responsibilities are outlined in Articles A-1124 and A-1125. Currently the Pers D division is undergoing organizational changes. When these changes have been completed, they will be covered in an appropriate report.

#### They Have a Jacket That Fits You

**T**HE TWO DIVISIONS headed by the Assistant Chief for Records have the file copy, or master, of every open service record in the Navy. This takes up a fair amount of space but comes in very handy around the Bureau.

If, for instance, you sent in a request for a school admittance waiver or came up for warrant selection, the cognizant section in the Bureau would send for the master copy of your jacket. This enables the Bureau to take your past performance into consideration before ruling on your request or application. Navymen who stop by the Bureau are permitted to check their master records.

#### Performance and Security Clearance

**S**ECURITY CLEARANCES, corrections, Navy brigs, and the performance of both officers and enlisted men is

the bailiwick of Pers F. The assistant chief has four divisions.

The first of the four (Article A-1130) is the Military Personnel Security Division, which administers the personnel security programs for Navymen and for American Red Cross employees at naval installations. The division keeps on file the clearance eligibility of naval officers and issues clearance certificates for officers assigned to NATO and BuPers. It also performs the BuPers record review for all national agency checks and background investigations.

The Officer Performance Division and the Enlisted Performance Division develop and implement performance and disciplinary plans and policies. The Corrections Division exercises management control over the Naval Disciplinary Command and technical control over Navy brigs.

#### Welfare and Recreation: We're at Your Service

**P**ERS G, according to the *BuPers Manual*, "... advises the Chief and the Deputy Chief of Naval Personnel in the formulation of policy toward the increase and maintenance of high levels of morale of naval personnel throughout the naval establishment; initiates, develops and coordinates policy concerning the administration of: central nonappropriated funds available for the welfare and recreation of personnel of the Navy, medals and awards, library service for the Navy and Marine Corps, exclusive of the technical and professional requirements for other bureaus and offices, informational service publications, functions prescribed by law involving benefits for naval personnel and their dependents, naval casualty notification, and personal assistance programs including veterans, dependents, and retired personnel affairs."

There are two divisions in Pers G: The Special Services Division and the Personal Affairs Division. The Special Services Division is responsible for physical fitness programs, library services, technical control over officers', CPO and petty officers' messes, and the administration of nonappropriated funds. Incidentally, it also produces *ALL HANDS Magazine* and "The Naval Reservist," also the "Navy Chaplains Bulletin" (this latter publication in cooperation with the Chaplains Division).

The second G division is the Personal Affairs Division. It is responsible for the necessary administrative policies and procedures to insure that Navymen receive the rights and benefits to which they are entitled by law. Branches of the Personal Services Division include:



PERS H HANDLES FINANCES ...

office services, personal services (dependents aid, veterans affairs, insurance and retired activities), casualty (notification, benefits, claims, correspondence and files), and decorations and medals.

#### Money Talks (Sometimes it Screams)

**T**HE ASSISTANT CHIEF for Finance controls the Bureau's spending, which amounts to some four billion dollars each year. All this money goes for such items as pay and

entitlements, permanent change of station travel (approximately 600,000 Navy travel orders are cut each year), training (all schools except aviation and medical are financed by Pers H), personal claims and death gratuities.

Basically Pers H is the Bureau's high finance advisor, and Pers H decisions inevitably affect the Navyman. Though little of the Book refers specifically to finance, money is an underlying factor in almost every paragraph.

#### Pers J, Navymen of the Cloth

**T**HE CHIEF OF CHAPLAINS advises CNP on all matters of policy relative to religion and morale. He maintains direct communications with the Secretary of the Navy, the Under Secretary of the Navy and the Chief of Naval Operations. Assisted by the Chaplains Division (J-1) the Chief of Chaplains manages the Chaplains



Corps, recommending procurement, examination, training and distribution.

#### Women in Navy Blue and Gold

**T**HE ASSISTANT CHIEF FOR WOMEN advises the Chief on all matters concerning women in the Navy (except for the Navy Nurse Corps and Medical Service Corps). She assists in developing related policies and programs concerned with their training and utilization, and conducts inspections to insure and improve the effectiveness of women in the Navy.

#### Looking After the Estate

**T**HE ASSISTANT CHIEF for Property Management is responsible for the administration and direction of the Bureau of Naval Personnel shore station development program. Assisted by the Shore Establishment Division, Pers M administers programs for the procurement, operation, maintenance, repair and improvement of property assigned to Bureau field activities, and develops and executes construction programs.

#### Yes, the Navy Does Have a General

**T**HE BUREAU OF NAVAL PERSONNEL Inspector General is responsible for inquiring into, and reporting upon, the effectiveness and efficiency of field activities under the command of CNP, and, upon request from other command and support officials, for inquiring into and reporting, any matter over which the Chief of Naval Personnel exercises technical direction and support responsibility.

#### BuPers Is A Big Family

**S**ECTION NUMBER TWO of Chapter One lists some activities which are under the primary support of BuPers. The Bureau is responsible for the management of the:

- Naval Disciplinary Command (A-1203).
- Naval Reserve Training Centers (A-1204).



Patches decorate office where aviation assignments are made.

- Naval Home (A-1205). The Naval Home in Philadelphia, Pa., is maintained to provide an honorable and comfortable home for old, disabled and infirm officers and enlisted men of the Navy, Marine Corps and Coast Guard (if the man in question served with the Coast Guard while it was attached to the Navy).

- Recruiting and procurement activities (A-1206).
- Navy Motion Picture Service Activity (A-1207). The activity, in Brooklyn, N. Y., provides motion picture service for the Navy, Marine Corps, Coast Guard and MSTs employees. The activity maintains close liaison with the motion picture industry and procures the latest and best in entertainment motion pictures in large enough quantities to supply the Fleet.

- Naval Reserve Officer Recording Activity (A-1208).

- Personnel Accounting Machine Installation (A-1209).

- Naval training centers (A-1210).
- Schools and academies (A-1211).
- Naval Correspondence Course Center (A-1212).
- Training Aids Centers (A-1213). Two training aids centers are maintained, one on the Pacific coast and one on the Atlantic.

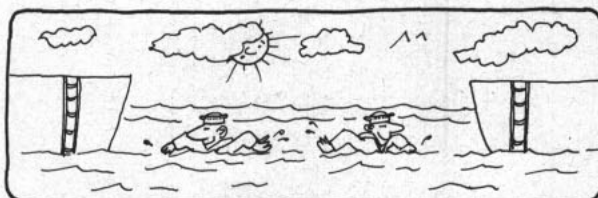
- U. S. Naval unit which operates as a part of the Armed Forces Radio Service (A-1214).

- Family Allowance Activity (A-1215).

- U. S. Navy Band (A-1216).

- Naval personnel research activities (A-1217).

And that, once-over-lightly, takes care of the BuPers organization. Future issues of ALL HANDS will include



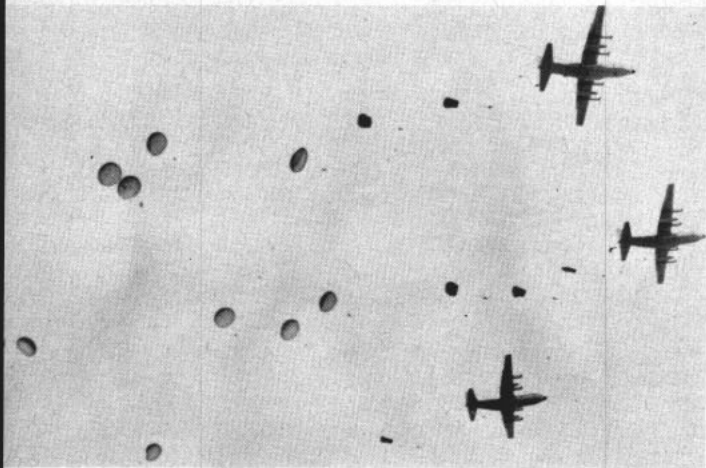
articles on those activities of the Bureau with which the Navyman is most concerned—For example those dealing with transfers, travel rules and claims, leave and liberty, service jackets, performance and reenlistment incentives. This will entail a closer look into the workings of the divisions and branches concerned, as well as the regulations they write and the programs they administer.

Jon Franklin JO1, USN

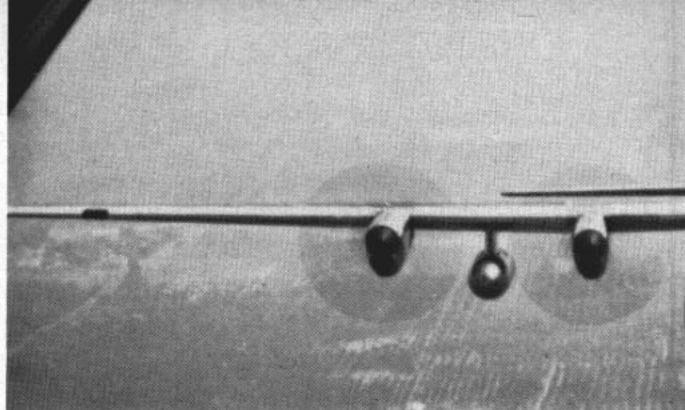




**GERONIMO**—VR-3's planes can drop over 90 paratroopers per plane anywhere in the world in a matter of hours.



**PARATROOP DROPS** were made by VR-3 crew during exercise. Below: Inspection of Navy unit at McGuire.



**HERCULES**—Turbojet C-130E transports are used by VR-3.

# GLOBAL

**W**HEN NAVAL Air Transport Squadron Three (VR-3) moved to McGuire Air Force Base, N. J., the U. S. Navy markings were removed from its planes. But that didn't stop the squadron from continuing its record of transportation operations — far from it.

VR-3 is one of the oldest Navy aircraft transport squadrons still in existence. This year marked 23 years' longevity, the last 17 of which have been with the Military Air Transport Service around the world.

The squadron operated as part of the Naval Air Transport Service from NAS Olathe, Kans., from its commissioning in 1942 until the end of World War II. Her 100 R4D *Skytrain* aircraft carried supplies and personnel to all parts of the U. S.

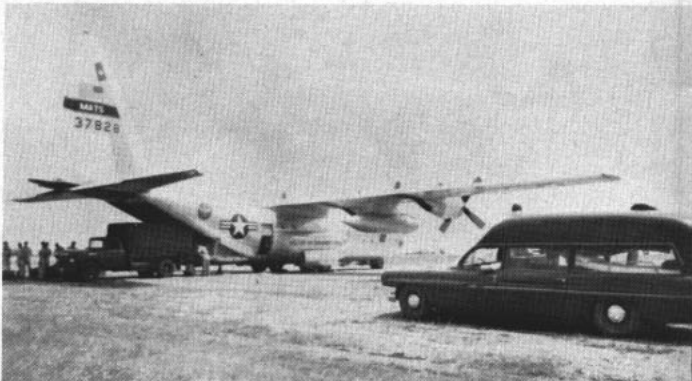
Shortly after the war, the squadron moved to NAS Patuxent River, Md. During the moving and reorganization of the squadron, the R4Ds were replaced with four-engined R5D *Skymasters*. The VR-3 crews flew high priority passenger flights for the next two years.

In June 1948, the squadron became part of MATS, when the Naval Air Transport Service merged with the Air Force Air Transport Command.

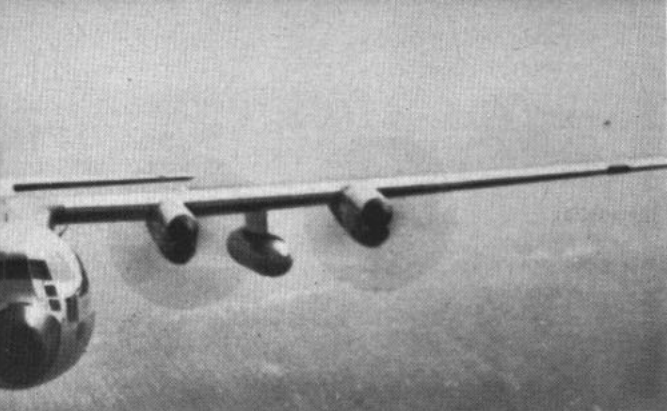
Twenty-four days later, VR-3 got its first major assignment with MATS—participation in the famous Berlin Airlift. VR-3 pilots flew North Atlantic routes to Germany in support of the operating forces in the airlift. Hops were made across the Atlantic from bases in Newfoundland, Bermuda and the Azores with critically needed supplies and personnel.

**W**HEN THE blockade was over, VR-3 remained on the North Atlantic routes in support of U. S. armed forces in Europe and the Mediterranean.

**HELP**—Squadron's job includes evacuation of injured men.



**ALL HANDS**



NEW TRANSPORTS can be used for many purposes.

# AIRLINE

In December 1949, the squadron transferred back to the Continental Division of MATS, and moved its headquarters from NAS Patuxent River to NAS Moffett Field, Calif.

For nearly three years during the Korean conflict, VR-3 crews flew shuttle runs, delivering men and supplies to the combat zone and airlifting wounded personnel from Korea to stateside hospitals.

The squadron continued its Pacific missions with flights to Japan and Hawaii until 1957, when it was assigned to the 1611th Air Transport Wing in the MATS Atlantic Division.

The new assignment brought the squadron to McGuire AFB in support of U. S. and NATO forces in Europe, Africa and the Caribbean.

A year later, VR-3 was put under the operational control of the newly-formed Naval Air Transport Wing, Atlantic. Under the single management concept of MATS, all NATWA units turned their aircraft over to the Air Force.

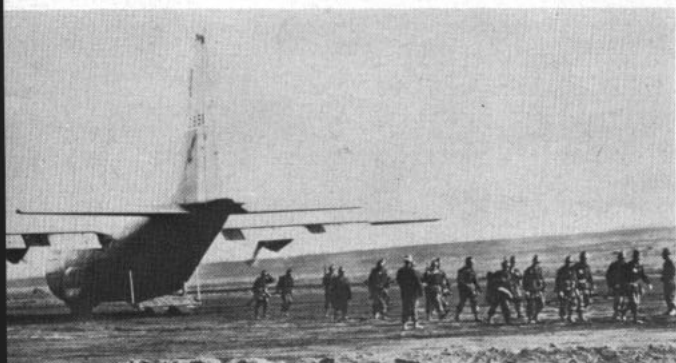
Early last year the R6D *Liftmasters*, used by the squadron for 12 years, were phased out. They were replaced with C-130E *Hercules* turbo-prop jet transports.

Since then the squadron has flown cargo to Europe; landed the first flight crews at San Isidro Airport in Santo Domingo during the recent tension; flown troops, equipment and supplies to Vietnam; and continued its normal trans-Atlantic operations.

In addition, VR-3 was the first Navy MATS unit to receive an Air Force "C-1" combat readiness rating, the equivalent of a Navy "E" award for battle efficiency.

And for the last seven years, VR-3 has done it all with Air Force planes.

VR-3 LANDS U. S. troops in support of strike forces.



NOVEMBER 1965



SOP IN '43 was pulling oil from behind plane's pistons.



DESTINATIONS range from arctic to tropics. Crews carry three types of clothing. Below: Loading R4D in 1944.







PUTTING OUT—Al Miller strokes long putt in All-Navy. Rt: Red Lewis of Hawaii hit two homers in opening game.

## From Navy Diamonds to the

**T**HE NAME on the uniforms was different, but the Pacific Coast region submariners won their second straight All-Navy softball championship this year at NAS Memphis, in a final game that was twice postponed because of Hurricane Betsy.

SubFlotOne went undefeated in three games to take its fourth title in the last five All-Navy outings. The same team played last year under the banner of *uss Sperry* (AS 12).

NAS Barber's Point, Hawaii,

opened the double-elimination tournament by beating SubLant, 8-6. In the following game, SubFlotOne began its winning streak by downing ServLant 4-0.

SubLant, representing the North Atlantic region, then put ServLant out of the tournament, 5-2.

By the end of the third day, SubFlotOne was the only team in the tournament with no defeats. The team beat Barber's Point on the two-hit pitching of Jim Lee and two

errors by the Hawaiians. The win put SubFlotOne in the finals, and forced a playoff between SubLant and Barber's Point to see who would get the last crack at the West Coast submariners.

*Sea Raider* second baseman Chuck Blackwell began the semi-final game by putting a homer over the left field fence, to give Barber's Point its first indication that this was to be a bad night.

The Barber's Point pitcher then walked the second batter, gave up a double to the third, and filled the bases when he was hit by a ball off the bat of Al Clark. After walking in a run, the pitcher was replaced.

The new Hawaii pitcher gave up another run to SubLant on a sacrifice fly and retired the side on another fly ball. The score was then 3-0. Pitcher Harvey Minkoff then stepped to the mound for SubLant to begin a no-hit game against the Hawaiians.

The submariners made it 4-0 in the second inning on a double by Blackwell and a hit down the third base line by *Sea Raider* catcher Dick St. Clair.

Held hitless for the next two innings, the *Sea Raiders* scored two more in the fifth.

In the sixth inning, the Blackwell-St. Clair combination clicked for the third time in the game. Blackwell

**UP AND OUT**—Bob Lockett sprays sand and ball from trap in All-Navy tourney. Lockett was in contention for crown until final day, then dropped to third.



got on with a hit to center, and came home on a wild throw to first on St. Clair's grounder. Third baseman Charlie Darden put a long ball into right field for a double that brought St. Clair across the plate, and the score was 8-0.

Darden made it to third on a passed ball, and completed the nine-run rout of the Hawaiians on Bob Custard's double to right field.

**T**HEN THE BAD weather came. Memphis, on the fringe of Hurricane Betsy, had two days of rain—and two postponements of the final game.

When game time finally came, SubFlotOne began by getting a run in the top of the first inning on a triple by Ted Brown that brought in shortstop Don Laster.

SubLant got runners on first and third with one out in the second, but Brown then struck out two successive



POP-UP by Barber's Point batter was caught by SubLant pitcher Harvey Minkoff to retire side in semi-final game. Catch helped Minkoff to a no-hit game.

against SubFlotOne in the tournament.

SubFlotOne scored another run in the fifth, on a pinch hit by manager Bob Petinak.

The last two SubFlotOne runs were scored in the last inning. Left fielder Dave Lange got a two-base hit to center field, stole third, and came in on another hit to center by third baseman George Giles.

Giles added the fourth and final run when he came home on a wild throw to first.

SubLant made a desperate effort

to salvage the game in the bottom of the seventh. Four of the five batters who came up were pinch hitters, but Lee gave up two walks, struck out one and got the others out on pop flies to end the contest and the tournament with SubFlotOne on top 4-1.

Lee got credit for the win. The losing pitcher was Harvey Minkoff, who struck out five and gave up six hits.

SubFlotOne third baseman George Giles won the Most Valuable Player trophy for his play in the tourney.

batters to end the threat.

In the third inning, Brown walked the first two batters. He was sent to right field, and was replaced on the mound by Jim Lee.

Lee walked the first batter to face him, thus loading the bases with none out. The next batter lined into a double play to eliminate part of the threat, but St. Clair went to third and on to home on two wild pitches to score SubLant's only run of the game—and the only run scored

ALL-NAVY Softball champs from SubFlotOne wear winners' grins. Rt: Golf winners (l-r) were Peck, St. Clair, Bollman.





## All-Navy Golf

COMNAVIAIRLANT's Dave Bollman, SN, found All-Navy golf competition a bit stiffer than that in his district and regional tournaments, but managed to win the 1965 Open Division title by four strokes over LTJG Stewart Schroeder, of CarDiv Three, on the final day.

Bollman had gained his All-Navy berth by winning the Fifth Naval District and South Atlantic Regional tournaments by nine strokes each.

But he had to scrap for the All-Navy crown. He was open division medalist with an even par round over the 7163-yard NAS Jacksonville course. On the second day, the long-driving Iowan dropped to fourth place with a 76.

Meanwhile, Schroeder, Seaman Bob Lockett and Lieutenant Rudy Boyd, the 1958 champ, tied for the second round lead at 147.

A third round 72 gave Schroeder the lead at 219. Bollman moved up to second place with a one-over 73 and a 221 total. Lieutenant (jg) Bob Wittig and Lockett were another stroke back at 222.

Boyd had dropped out of the running with a third round 85.

The final day was all Bollman's, as he shot a one-under-par 71, the only sub-par round of the entire meet. Schroeder, who needed an even par round to win, skyrocketed to a final 77 for a 296 total and second place.



HAPPY Harvey Minkoff smiles after pitching 9-0 no-hitter in semi-final game of the All-Navy tournament.

Lockett shot a 79 for third place at 301, and Wittig dropped into a tie for fifth.

In the senior division, Commander Ed Peck, MSC, battled his way up the path to the winner's circle stroke by stroke. He began two strokes behind the first round leader, Captain J. M. Ireland, with a 75.

ON THE SECOND DAY of play, Peck shot his way into a three-way tie with Captain Ace Johnson and CWO Frank Modic by carding a one-over 73. Ireland dropped a stroke back.

At the end of three rounds, Peck was at 220, four strokes up on Johnson and seven ahead of Ireland and Modic.

Peck then shot a 77 to win the title with a 297 total. Ireland moved into second place at 304. Johnson soared to an 81, which put him in third place at 305. Modic shot a final-round 79 for fourth place.

It was a welcome victory for Peck, who was runner-up in the 1963 and 1964 tournaments to Commander Jim Kinder. Kinder didn't defend his title this year.

Estelle St. Clair, three-time All-Navy Women's Champion, opened this year's competition with an 85 to lead Gwenda Anderson by five strokes and defending champion Betsy Peeney by six.

At the end of two days of play, St. Clair still had her five-stroke lead. She widened the gap to seven over Anderson and 11 over Peeney in the third round.

Peeney, who had been consistent with three straight 91s, came in on the last round with an 84 to tie St. Clair at the end of the regulation 72 holes at 357. St. Clair had blown to a 95 on the final day.

But St. Clair, who lost her seemingly safe lead over the incumbent champ, wasn't about to lose in her fourth title bid. She defeated Peeney by a stroke on the second hole of their sudden-death playoff.

Anderson, who was in second place through three days, shot herself out of contention in the final round with a 98, for a 367 total and a fourth place finish behind Lieutenant Commander Claire Moulden, last year's runner-up.

In other competition, Al Miller, AMCS, of ComFairJax, won a nine-hole putting contest with a two-under-par 16.

Bob Lockett won the open division driving contest with a long poke of 290 yards. Senior champ Ed Peck took the senior driving title with a 258-yard tee shot. Lt. Commander Margaret Donoghue, NC, won the women's driving trophy with a 201-yard shot.

## Interservice Golf

Navy Commander Ed Peck, MSC, won the senior division championship in the Interservice Golf matches at MCAS Cherry Point, N. C. The win made back-to-back victories for Peck, who had won the All-Navy senior title the week before.

Peck was senior division medalist over the 6441-yard course. He never

## Here's the 1966 All-Navy and Interservice Sports Schedule

Event	All-Navy	Interservice
Basketball	Naval Station, Norfolk, Va. February 22-26	Naval Station, Norfolk, Va. March 8-11
Boxing	Naval Amphibious Base Little Creek, Va. March 21-23	Naval Amphibious Base Little Creek, Va. March 29-April 1
Judo	Not scheduled	Carwell AFB, Texas April 12-15
Volleyball	Naval Amphibious Base Coronado, Calif. April 19-22	Marine Corps School Quantico, Va. April 26-29
Wrestling	Not scheduled	Ft. Riley, Kans. May 3-6
Bowling	Naval Training Center San Diego, Calif. May 10-13	Not scheduled
Track & Field		Ft. Eustis, Va. June 15-17
Tennis	NAS Alameda, Calif. July 26-29	Not scheduled
Golf	NAS Patuxent River, Md. August 15-19	Lackland AFB, Texas August 22-26
Softball	Naval Station Long Beach, Calif. September 5-9	Not scheduled

Further details concerning these championship tournaments will be available in future issues of ALL HANDS and the Special Services Newsletter.

relinquished his lead, as he carded scores of 74-74-77-76—301, to win the crown by two strokes over Army Lieutenant Colonel C. R. Knowles.

The open division title was won by Air Force Captain W. L. Simmons, who shot a record six-under-par score of 282 for the 72 holes.

—Kelly Gilbert, JO2, USN

## ALL-NAVY GOLF SCORES

### Open Division

Dave Bollman, SN	72-76-73-71—292
LTJG Stewart Schroeder	75-72-72-77—296
Robert F. Lockett, SN	74-73-75-79—301
Al Miller, AMCS	78-76-74-78—306
LTJG Bob Wittig	75-74-73-85—307
LT Rudy Boyd	75-72-81-79—307
LT Bill Scarbrough	77-75-78-79—309
CDR B. K. Hastings, MC	78-79-78-77—312
Andy Mosley, AE1	74-80-80-32—316
LCDR Fred S. Blackmar	77-77-82-87—323
LTJG Ron McLeod	78-75-84-87—324
Gale Stout, ADR2	78-83-86-78—325
LTJG Thomas B. Haney	77-81-85-84—327
Charles MacPherson, BM1	81-77-82-87—327
LTJG Gerry Mollencop	81-84-81-81—327
Estle R. Evans, AX1	82-80-86-85—333

### Senior Division

CDR Ed Peck, MSC	75-73-72-77—297
CAPT J. M. Ireland	73-76-78-77—304
CAPT Ace Johnson	76-72-76-81—305
CWO Frank Modic	74-74-79-79—306
Frank Fletcher, PTCM	80-76-80-79—315
CAPT Kenneth W. Heising	80-84-81-79—324
CAPT Orland Ingvalstad	85-80-82-79—326
Lance Mayfield, AK2	80-80-80-86—326

### Women's Division

*Estelle St. Clair, PN1	85-88-89-95—357
LTJG Betsy Peeney, NC	91-91-91-84—357
LCDR Claire Moulden	92-91-91-92—366
Gwenda Anderson, PN1	90-88-91-98—367
LCDR Mary Bisenius	94-90-95-92—371
LT C. L. Clinton	93-97-101-91—382
LCDR Margaret C. Donoghue, NC	95-97-99-100—391
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Lynne Harrison, PH3	100-103-98-96—397
LT Sarah Watlington	100-100-103-95—398
Gladys L. Norris, SK1	107-102-105-105—419
LCDR D. J. Green, NC	101-109-113-105—428

\*Denotes playoff winner

## Glynco Is Skeet Champ

A team of Navy skeet shooters from NAS Glynco has won the World Championship for .12-gauge, Class C Open shooting in a meet at Savannah, Ga. The men broke a total of 1129 clay pigeons for the title.

Each member of the team was awarded a gold medal and patch. In addition, the six were awarded gold pins by a gun manufacturer for breaking 50 straight birds.

The shooters, and their scores: G. L. Worsham, TD1, 225; T. J. Schad, TDC, 228; B. J. Peter, TD1, 215; F. E. Wyrick (team captain), AT1, 231; G. I. Paschall, ATC, 230; and C. H. Stone, AEC, 228.

# FROM THE SIDELINES

**S**ENIOR DIVISION teams for Interservice Golf are made up of three men from each service.

This year, as you've read elsewhere on these sports pages, the senior title was won by Commander Ed Peck, USN, one of the three men the Navy sent to the tournament.

But it might be said that the Navy had better than even odds of coming up with the title. In addition to CDR Peck, Captain Tex Ireland and CWO Modic, two other Navymen were participating in the event—for a total of five.

The other two Navymen were Commander Jim Kinder and Commander L. R. Cochran, both Medical Service Corps officers—and both serving with Marine units. Kinder is stationed at Camp Lejeune, and Cochran at MCAS Cherry Point.

By one of those strange quirks of the rules, Kinder and Cochran were eligible to participate in either the All-Navy or All-Marine tournaments. They elected to play for the Marines, and Kinder won the All-Marine Senior Division.

★ ★ ★

By another quirk, Peck's win in the Interservice meet was a victory in another sense, as Kinder finished the tournament in third place.

Kinder, as you golf buffs will recall, defeated Peck in All-Navy competition two years straight, 1963 and 1964.

★ ★ ★

Statistics don't always tell the story of the game, but in the Hawaii Interservice Baseball League, it's a good bet that no one will argue with them.

The SubPac Raiders are a good example. The team won a league play-off with the Hickam AFB Flyers in two games, by scores of 3-2 and 7-6.

A closer look at the season's record books will tell you why. Raider third baseman Roy

Franklin took the league batting crown with a .389 average, and scored the most runs in the league—63.

Outfielder Gary Fagan was second in league batting, with a .383, and led the league with 149 total bases and 21 doubles.

Outfielder Jerry Stephens was third in batting with a .349. He also led the league with 259 trips to the plate, 75 hits and 33 stolen bases.

Harry Basore, another Raider, led the league with 51 RBIs.

Pitcher Jerry MacDonald was chosen as the league's Most Valuable Player. He garnered a 13-3 record and a 1.58 earned run average. He also helped his own cause at the plate (a rarity among pitchers) by hitting .403 in 62 at-bats.

That accounts for five of the Raider's usual starting nine. We wonder how they lost the season's first half title.

★ ★ ★

To Harry Wickens, SN, the word "enter" must mean "set a record." That's just what he's done this year in swimming meets.

Wickens, of UDT School, Little Creek, Va., entered three events in the All-Navy Swimming Championships with the South Atlantic team. He swam his way to record-setting victories in the 400-meter and 1500-meter freestyle events, and swam the freestyle anchor lap on the winning 400-meter medley relay team, which set another All-Navy record.

His most recent accomplishment was in the Virginia State AAU Swimming Championships, held at Little Creek. There he proved that he was not only fast, but versatile as well. Wickens entered only one event—the 200-meter butterfly. He won it with a new state record of 2:40.6.

That's not a bad batting average for a swimmer.

—Kelly Gilbert, JO2, USN





BUOY BOAT was stripped down for rejuvenation. (Rt.) Six-foot bow extended the scale length of *Enterprise Jr.*



FLIGHT DECK was painted with non-slip grit. (Below) Miss Seattle Boat Show 1965 christens Navy's vessel.



## USS *Enterprise Jr.*

**T**HE NAVY now has a 53-foot aircraft carrier.

Homeported at U.S. Naval Supply Depot, Seattle, Wash., *Enterprise Jr.* has joined a 20-foot *Polaris* submarine and a 22-foot miniature *Long Beach* to make up the Navy's smallest task force.

The task—to promote general interest in the Navy and stimulate recruiting in the Pacific Northwest.

Since she was first put into water, *Enterprise Jr.* has done just that. The new carrier's first port of call was the Seattle Center Coliseum, where she served a nine-day stint as center of attraction at the Seattle Boat Show. An estimated 68,000 visitors viewed her there.

*Enterprise Jr.* led 1300 boats in the Seattle Yacht Club's Water Parade, an event viewed by thousands of spectators and a live color television audience in the area. In addition, she has participated in a ship launching and has been on display at a local pier and a yacht club fete.

In her first year she will take part in numerous exhibitions and recruiting programs, and it is anticipated that she will be viewed by several hundred thousand spectators. Already her flight operations have made a big hit with Navy juniors and the local recruiters.

Unlike her namesake, *Enterprise Jr.* was not built from keel up as a carrier. Her beginning was as a Coast Guard buoy boat.

When recruiters got the idea to build a model carrier, the surplus hull was found at an Oregon Coast Guard

station and transported to Seattle for the restoration.

**T**HROUGH THE EFFORTS of Reserve Ship Activation, Maintenance and Repair Division 13-4 (S) and the local Recruiting Aids Department, the four and one-half months of work began.

Photographs and a 26-inch model of the larger *Enterprise* were used as guidelines to ensure scale authenticity.

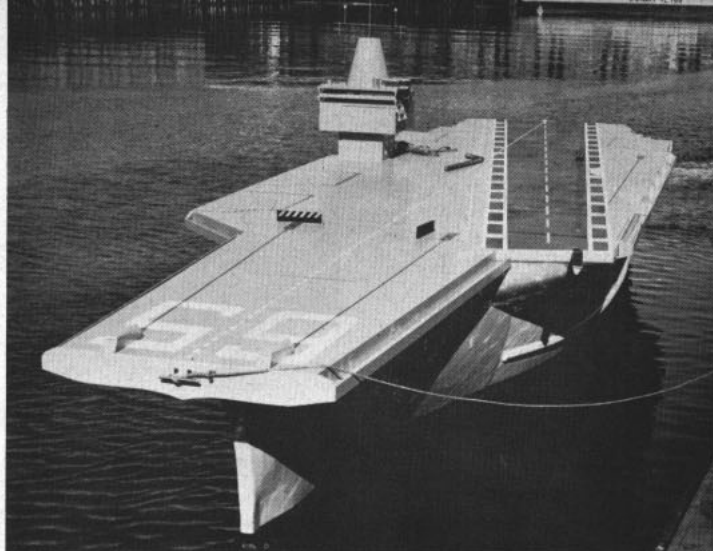
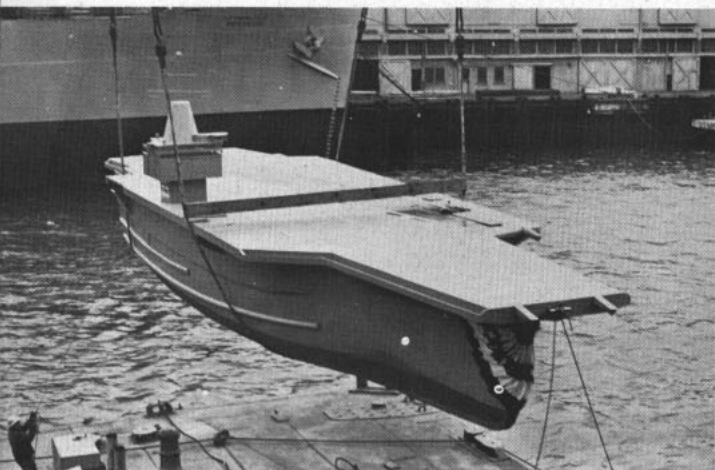
When work on the hull was completed, a newly-overhauled diesel engine was installed and an engineering compartment built around it.

The bow section was added, covered with fiber glass and sealed from the inside with styrofoam to ensure watertight integrity.

The ship's superstructure, made of plywood, was made big enough to house the ship's operator and the necessary controls for self-propulsion. Power steering, power clutch, throttle, compass and a full set of engine instruments were installed. They were positioned so that the operator could see to navigate from the scale bridge.

To facilitate maneuvering in close quarters, the superstructure was hinged to tilt aft, exposing the operator's head and shoulders. (Guiding the model is a one-man operation, except for docking and lock operations.)

Then nearly ready to join the Fleet, *Enterprise Jr.* was christened with a bottle of champagne and lowered into the water for the first time. Miss Sue McClellan, a local



**FIRST DIP**—Scale model touched water for first time at launching. (Right) Completed "Little 'E'" sits at dockside.

## Sails with the Pint-Size Fleet

beauty queen, rendered the traditional honors. Local news media covered the event much as they would a similar ceremony involving a ship of the line.

**W**HEN HER maiden voyage to the Seattle Boat Show was completed, *Enterprise Jr.* returned to NSD for outfitting.

The below-decks area was divided into three compartments. On the schedule for the forward compartment were a refrigerator, stove, sink, marine head and two divans which convert to four bunks.

Engineering spaces make up the second compartment.

The after space was equipped primarily as a lounge, since the low overhead precludes much other activ-

ity. Scheduled for this area was wood paneling, wall-to-wall carpeting and a glass-topped chart table.

Topside, the two after elevators were slated for installation of equipment to run them electrically. The arresting cable and one catapult were also made operable.

Though a lot of work and equipment went into the building of this ship, her total cost actually represents a cash outlay of just \$226. This was made possible through generous donors, surplus items, friendly junk piles and salvage.

Like most other carriers, *Enterprise Jr.* has a first to boast about. Her first underway flight operations took place early in May, near NAS Seattle. Dr. Ralph Brooke, current World Champion Radio Control

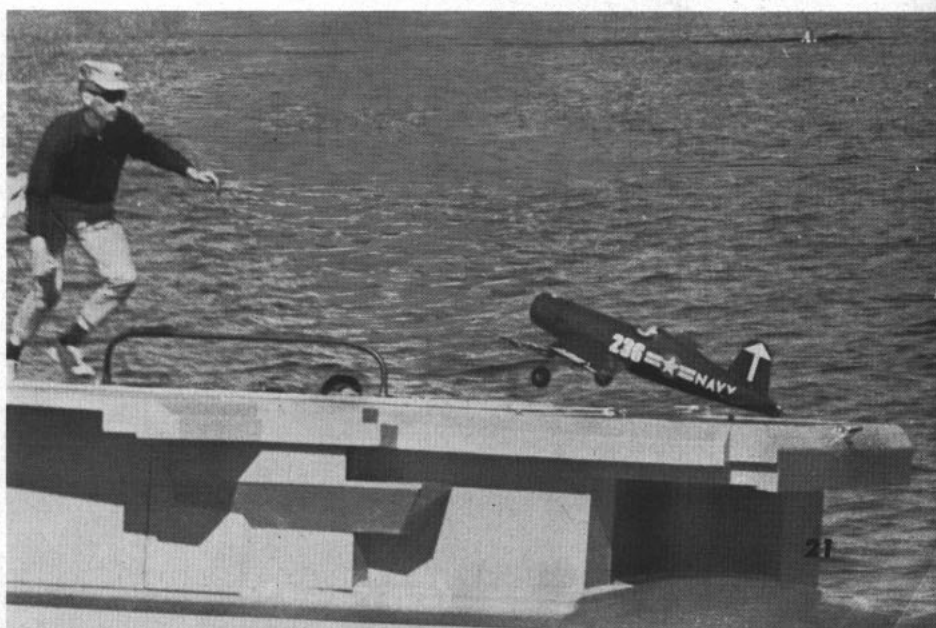
Flyer, made three successful launches, one air recovery and two arrested landings from the model carrier with a scale model F4U.

The following day the ship conducted flight ops in conjunction with the Northwest Regional Model meet and Armed Forces Day activities at the air station. Five models were launched from the flight deck and two arrested landings were made during the demonstration.

Like her larger counterparts at sea, *Enterprise Jr.* needs one more thing to be complete in every respect—planes. Eventually, six scale model A4D *Skyhawks*, two A3D *Skywarriors* and a C1A *Codfish* will adorn her flight deck.

Then she'll be just like her big sister. —Kelly Gilbert, JO2, USN

**FLIGHT OPS**—During model meet at NAS Seattle, *Enterprise Jr.* successfully launched and recovered several planes.





# LETTERS TO THE EDITOR

## E-8, E-9 Exams

SIR: I recently took the examination for E-9, and I can't help but wonder about the composition of E-8 and E-9 tests. There is so much on word analogies, mechanical comprehension and math, yet so very little on rating and leadership.

It seems a little strange to me, and to others I am sure, that to advance to the top enlisted pay grade a man is required to be less familiar with the professional aspects of his rating.

It also seems as though an engineman or machinist's mate who works crossword puzzles and knows his math could pass the test for senior or master chief yeoman.—R. L. W., YNCS, USN.

• Perhaps an engineman or machinist's mate could pass the YNCM test. One way or the other it's irrelevant. An EM or MM would not be allowed to take the YNCM test.

The way BuPers—and the Exam Center—looks at the situation, rating proficiency should be a relatively minor part of the examination. By the time a Navyman has advanced to E-7, he is expected to know his rating and know it well.

An E-8 or E-9 is expected to be a good administrator. Consequently, a relatively large proportion of the questions are devoted to those subjects essential to good management.

For those interested in the proportional composition of the senior and master chiefs' exams, here is the breakdown: 30 questions on proficiency in rating; 30 questions on supervision; 30 questions

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

on military subjects; 20 questions on mechanical comprehension; 20 questions on verbal analogy; 20 questions on arithmetic.

Incidentally, for all advancement exams, a passing score is a composite of all sections. You do not necessarily have to pass each section.—Ed.

## Wants His Former Ship

SIR: The latest mess deck scuttlebutt is that some mothballed heavy cruisers will be recommissioned. True or false?

I helped decommission USS Los Angeles (CA 135) in 1963. If she's coming back in commission I'd like to be aboard. What's the story?—L. D. C., ETR3, USN.

• We are not able to substantiate the rumor that additional cruisers are slated for reactivation.

For your information, however, when a ship is to be recommissioned, BuPers notifies the appropriate EPDO and a call goes out for volunteers. Men with a special interest in a particular ship are thus afforded the opportunity to join the recommissioning crew.—Ed.

## Eligibility for Advancement

SIR: While I was attending Fire Control Technician "B" School, I was told that completion of school would satisfy the requirement for correspondence courses for advancement for FTM1. But when I checked with my education and training office, I was told this was not the case.

Who is correct? Needless to say, I find this rather confusing and somewhat alarming. I suddenly discovered that I'm not as eligible for advancement as I thought.—J. M. E., FTM2, USN.

• We can well understand your plight. Perhaps we can clarify the situation.

We're not sure what you asked your E & T office, but we'll assume that you thought you were eligible to take the exam since completion of "B" school satisfies the requirement for enlisted correspondence courses.

On that basis, you are only partially right. Completion of "B" school does satisfy the requirement for professional training courses, but that is only part of the requirements. Remember, you also have a military correspondence course and practical factors, both professional and military, which you must complete before you are eligible to take the advancement exam.

In addition, your CO must also recommend you for advancement before you can take the test.

Therefore, simply because you completed "B" school, you are not automatically eligible to take the E-6 exam.—Ed.

## Who Does the Multiplying?

SIR: After I read the Service in Pay Grade Section of the "Navy Briefing on Advancement" which appeared in the July issue of ALL HANDS, I wondered whether it was the command or the Naval Examining Center which credited the man with the numerical factor of 02.00 on NavPers 624 and 624W for time served in pay grade.

Since there is no indication on the NavPers form that the multiplying should be done by the command, I assume this is done by the Naval Examining Center. Am I right?—J. L. D., PN1, USN.

• You are correct. The command enters the month and year (as requested on the form) on the NavPers 624 and 624W. The final multiplying is done by the Naval Examining Center.

The Exam Center will monitor this closely to make certain no confusion exists on this point.—Ed.

**NEW TUG**—The Navy has 16 tugs, like the one above, under construction. The new 760 class has berthing for 12 men and will assist large ships in docking.



## Why Not PN Recruiters?

SIR: Why are personnelmen first and chief excluded from duty at recruiting branch stations? It seems to me they would be the logical choice for canvassing duty.

In the first place, any Navyman ordered to recruiting duty must attend PNC-1 school. Secondly, recruiting duty is primarily interviewing and selling the Navy to people not acquainted with it. Third, a recruiter must know the opportunities and benefits available to Navyman.

A PN shouldn't need the schooling and is expert in both the second and third categories.

To strengthen my point, the PN 3 and 2 manual states: "Nobody needs to know his Navy better than a personnelman. Almost every one of his duties (classification, interviewing, speeches, leadership and testing) requires a background of general Navy knowledge." The training manual also says, "Besides understanding the Navy, a personnelman has to know people and how to handle them successfully."

Under the circumstances, who is better equipped for recruiting duty than personnelmen?—E.E.B., PN1, usn.

• Absolutely no one. Unfortunately, there just aren't that many PNs. There are two very good reasons why PNs aren't used as recruiter-canvassers.

Branch stations usually consist of two to four canvasser-recruiters who, before reporting, are sent to PNC-1 school to learn to do the necessary paperwork and AFQT testing. This paperwork makes up a relatively minor part of their duties.

In such a billet a PN would be wasted—especially considering the chronic shortage of personnelmen at bases and aboard ships where their administrative talents can be utilized full time.

A large percentage of recruiter-canvassers come from the "sea duty" ratings, for which there are few jobs in their specialties ashore. The use of these men as canvassers improves the morale of the ratings and, at the same time, takes advantage of their greater experience in the deck Navy. These are two major considerations, even if there were enough PNs to fill every recruiting billet.

Even so, this does not exclude you from recruiting duty—only from a canvassing billet. Personnelmen—as well as YNs and SKs—are used at main and substations in support billets, performing general administrative duties. If you're on Seavey and otherwise eligible (see Chapter IV of the "Enlisted Transfer Manual") for recruiting duty, there is a good chance you can be assigned to one of the 38 main stations. If you hold NEC 2612, you could be assigned either to a main station or one of the 35 substations.—Ed.



**POMP AND CIRCUMSTANCE**—Students at the Naval Postgraduate School move to King Hall for graduation exercises. Degrees were given to 158, including six women, in management, arts/sciences and engineering fields.

## Code of Military Justice

SIR: I would like to correct a statement you made in your interesting article about Iceland which appeared in the July issue of ALL HANDS.

On page 14 you state: "During a stay in Iceland, all military, dependents and civilians are subject to the UCMJ . . ."

It is true that Article 2 of the UCMJ, which enumerates those persons subject

## Rating Control for Navy Ratings

SIR: As Number 10 on the list, I just received your July issue. The article concerning rating control and what it is attempting to accomplish was of considerable interest to me.

For all hands interested, I would like to comment that the AT and RD ratings are now under this concept and the AE, AQ and PH ratings were scheduled to commence rating control

before the end of September.

The rating control officers are all located at the Bureau of Naval Personnel, Arlington Annex, Rooms G808, G810 and G812, except the MA/TD rating control officer. He is located at the Enlisted Personnel Distribution Office, Continental United States, Bainbridge, Md. Officers and technical assistants presently assigned are:

FT/GM	Pers B-2161	LCDR P. K. Collins	OX 4-3072
		GMCS R. L. Spaulding	
ST	Pers B-2162	LT. T. J. McEnaney	OX 4-3811
		STCM C. A. Poliskey	
ET/DS	Pers B-2163	LT R. A. Niederer	OX 4-3821
		ETCS E. O. Schultz	
RD	Pers B-2164	LT P. D. Rogers	OX 4-4785
		RDCS E. C. Healy	
RM	Pers B-2165	LT D. F. Parker	OX 4-2217
		RMCS(SS) T. F. White	
AX/AT/PT	Pers B-2166	LT R. C. Truax	OX 4-3072
		ATCS H. W. Fawcett	
AE/AQ/PH	Pers B-2167	AEC D. H. Walker	OX 4-4785
MA/TD	Pers B-2168	LT J. V. Coleman	378-2121
		MACM J. W. Newman	(Ext. 258)

The program is getting into full swing. The rating control officers and their technical assistants are interested in doing as helpful a job as possible in coordinating all facets of the ratings

for which they are responsible—J. E. Majesky, CDR, usn, Head, Rating Control Section (BuPers).

• Thank you for your valuable information, Commander.—Ed.



to the Code, provides for "all persons serving with, employed by, or accompanying the armed forces without the continental limits of the United States . . ."

However, in a series of cases in 1957 and 1960, the U. S. Supreme Court declared that this portion of Article 2 was unconstitutional insofar as it provides for the trial of dependents and civilians for capital or non-capital offenses.

The effect of these decisions is to remove dependents and civilians from the purview of the UCMJ. However, it should be noted that they are subject to Iceland laws.—G. M. H., LCDR, USN.

• *Thank you, Sir. We hope that few, if any, of our readers will run afoul of the UCMJ. We appreciate your passing this information on.*—Ed.

**DON'T YOU BE A CASUALTY  
IN THE PAPERWORK WAR!**  
**ASK NOW TO VERIFY YOUR  
ACCOUNTING DATA CONTAINED  
IN PAMI PACFLT REPORT  
1080-14M**

#### One Final Word

SIR: I guess by now the subject of T. A. M. and the pros and cons of the personnelman's role are an old story. I would like to add one more thought on the subject of the PN's role, especially

as it relates to assisting personnel to understand the 1080 report.

(Editor's note: In the February 1965 issue, ALL HANDS printed a letter submitted by T. A. M., PN2, USN, inquiring why so many "tools of the PN's trade" are exposed to every sailor. His feeling was that this generates a lot of unnecessary questions and places an unfair burden on the PN, who should be trusted to do his job correctly without being checked by every man in his unit. Fleet response was published in the June 1965 issue.—Ed.)

I would like all PNs to see the enclosed photo. It is of a sign which is displayed prominently at our personnel office.

This sign represents an opposite approach to dealing with our crew on

## Discovered at Last: The Fount of All Sea Stories

SIR: Way back in your February issue, you asked for more details concerning Cap'n Mossbottom's efforts to explore the tunnel between the Rock of Gibraltar and Morocco. I asked him about it the next time I saw him, but I don't know. Sometimes, I suspect him of exaggeration.

To hear him tell it, he must have been the navigator when the Ark hit that rock. And then he let on as to how he was with Hakluyt on those famous voyages and that he'd rounded the Horn so many times that it was worn down to a dull fid. The way he tossed around the names of Preble, Decatur, Semmes and Sims, not to forget Farragut and Dewey, you wonder how the old outfit ever managed to get along without him.

When it comes to telling tall tales he would make Diogenes cringe in horror, and both Ananias and Baron Munchausen would have backed water.

"Say, Sonny Boy, did I ever tell you about the time I was sailing down the Red Sea? Didn't eh? Well, it got so hot that the Red Sea turned white! Really was boiling, it was." That sort of thing.

He says he was in the deck force all the time, but judging from the way he sounds off, I'd say he belonged in the band. He can sure blow that horn of his. After all, his first name is Gabriel and he lives up to it.

I tried to pin him down as to what class he was, but he insisted that he was in a class by himself. He never did get around to telling me more about that tunnel.

I do know, however, that he served on board the old *uss Pittsburgh* (Armored Cruiser No. 4), because I was there too.

All retired old-timers think back to their first ship, and *Pittsburgh* was the first in which I was assigned as a newly graduated ensign. I reported to the

Captain of the Yard, League Island Navy Yard, to help in the recommissioning of the old armored cruiser, taking part in that job with 21 other members of my class, and five from the class of 21-A. Back in those days we didn't put ships in mothballs, but sloshed them down with 600-W, so the biggest job was scraping away the grease to start the ship off on her career as the flagship of Commander U. S. Naval Forces, European Waters.

*Pittsburgh* left in the early fall of 1922 and remained on detached duty until the summer of 1926, in the meantime covering about every worthwhile stretch of coast and visiting every port of note in the Mediterranean, Near East, up and down the Channel, around the British Isles, and in the Baltic.

I don't know what happened to Cap'n Mossbottom during the cruise, but I do know that I was the only officer who started out with her and helped bring her back to New York, where she enjoyed her first regular Navy Yard overhaul in more than four years. Then she went out to the China Station to relieve *Huron* as the flagship out there.

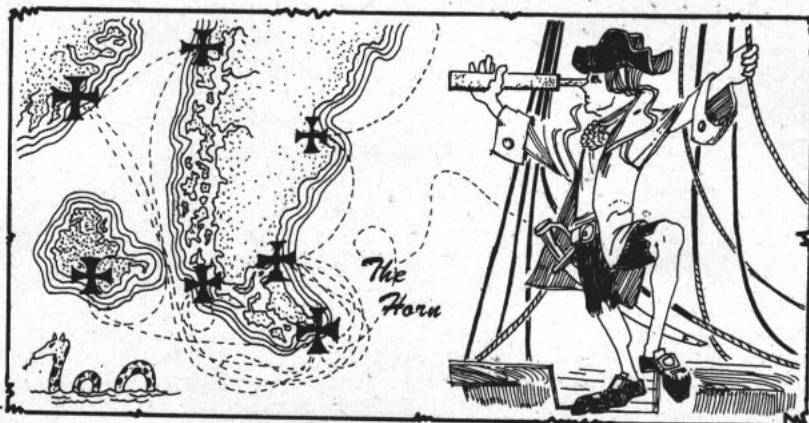
*Pittsburgh* was a clean, efficient and

happy ship, just about the last of the old coal-burners. Her reciprocating engines and sooty firerooms were a far cry from today's clean and sparkling nuclear power plants when she was built shortly after the turn of the century.

I was also fortunate in having been assigned to put the first modern heavy cruiser, *uss Salt Lake City*, in commission—another happy ship, and I served in her for almost three years. I might mention that the refueling job was a much cleaner one than in *Pittsburgh*. Much easier to lead out some fuel hose lines and turn the spigot than to rig all those coaling booms; reel out miles of whips; break out wheel barrows by the score and heave around with all those back-breaking shovels all day long. Not to forget eating all that coal dust for days to come until the ship was cleaned down from top to keel again.

Keep ALL HANDS on an even keel. If Cap'n Mossbottom sees anything adrift, I'm sure he will let you know—Isaiah Olch, CAPT, USN (Ret).

• *We're sure he will. We've missed his firm guiding hand the last few months. By the way, did anyone but him ever find that tunnel?*—Ed.



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personnel matters than that proposed by T. A. M.

If T. A. M. should ever receive orders to this station, he would be indoctrinated to our way of thinking. I don't think it would take me long to convince him that, as a PN, he should respond to every man's request for information concerning personnel matters. It's not enough for him to know the mechanics of his job—the technique of dealing with people requires much more.—A. J. L., PN1, USN.

• Thanks for your comments and a copy of your sign. (See cut.)—Ed.

## Here's That Fuel Bag Again

SIR: I read with interest the letter which gave a short account of fueling blimps at sea (June issue, Page 54). I might be able to throw some light on what the blimp did with the fuel bag.

I was stationed aboard the fleet oiler *uss Chukawan* (AO 100) during the summer of 1956. We operated in the Chesapeake Bay area for about three weeks and did nothing but refuel blimps.

We used two methods. In one, the blimp would lower a steel cable from a special socket. We would attach a high pressure fueling hose with a special nozzle to the cable, and upon our signal, the blimp would hoist the hose into the socket. Then pumping operations would begin.

In the second method we used a fuel-filled rubber bag, which also had this same special nozzle molded into the top of its teardrop design.

I'm not sure on this point, but once the bag was hoisted into place in the blimp, I believe air pressure was used to force the fuel out of the bag and into

the blimp. I have never had the chance to talk with anyone who knows about this part, so I'll leave it to speculation. Or maybe an airdale from the old Navy knows.

Should anyone still doubt that blimps can be fueled by a bag or hose from ships, have them contact me. I have photographic evidence.—F. H. Lord, EM1, usn, E. Division, *uss Independence* (CVA 62).

• Thanks for the information. You may not have had time to see the October issue when you made your query; for there LCDR Lawson has one answer.

As he tells it, the fuel was transferred by a submerged fuel pump in the bag. Unfortunately, says LCDR Lawson, "the fuel bag remained in the after station of the blimp, a latent bomb with fuel fumes sufficient to blow the

car and crew to kingdom come."

Presumably the project was dropped because of the many dangers.—Ed.

## Bellevue Housing Is For EMs Only

SIR: Your article beginning on page 58 of the August issue, concerning living conditions in Washington, D.C., failed to mention that the Bellevue Housing area is for enlisted men only.

Since we have been receiving letters of inquiry from officers on this subject, it might be well to mention this fact in an upcoming issue.—B.A.B., CDR., USN.

• It is mentioned herewith—Bellevue Navy Housing is for enlisted men only. Officers must find housing on the local economy and can be guided by the rental scale given in the August issue.—Ed.

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, **ALL HANDS** Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• *uss Laffey* (DD 724)—A reunion for officers and men who manned her from commissioning through 16 Apr 1945 is being planned for 16 Apr 1966 in Norfolk. For details, write to Captain P. B. Smith, usn, Bureau of Ships (Code 450), Navy Department, Washington, D. C. 20360.

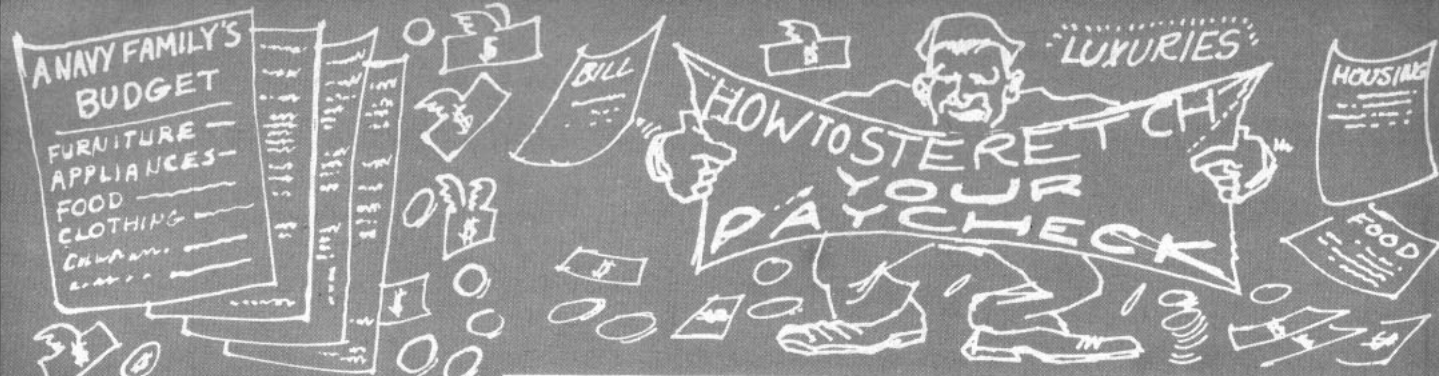
• *uss New Orleans* (CA 32)—Plans are underway for the first re-

union, to be held in the summer of 1963. For further information, write to S. F. Wallace, P.O. Box 990, Kingsville, Texas 78363.

• *uss Dale W. Peterson* (DE 337)—Former crew members interested in a reunion during the spring or summer of 1966 may write to James H. Ashburner, RMC (SS), Commander Submarine Squadron TWO Staff, Box 78, U. S. Naval Submarine Base, New London, Conn.

• *uss West Virginia* (BB 48)—The 11th annual reunion will be held on 4 December at the VFW Hall, Gardena, Calif. For further details, write to R. A. Brown, VFW Hall, 1822 West 162nd St., Gardena, Calif.





# A Navy Primer—

SIR: How far can you stretch a pay check? Are there any pointers available on budgets for the Navy family? I plan to get married sometime this next year, and, of course, would like to start out reasonably well. However, at that time I'll only be an E-4 with less than two years' service (possibly an E-3 if I don't make it).

Is there any advice that has been prepared specifically for servicemen? What amount goes where? How do you buy furniture, appliances, a trailer home or a house? Any information you may have along these lines would be greatly appreciated.—J.H.B., USN.

**WE'RE CERTAINLY GLAD** you asked that question. It caused us to do considerable thinking on the subject ourselves.

We discovered that, although many branches of the government have provided sound advice concerning the budgeting of an income, comparatively few Navymen have been aware of it. We have, therefore, attempted to synthesize these reports in the hope that they will be of value to you and other Navymen who are seriously trying to make the best possible use of their pay checks.

This is part of what we have learned in our research concerning budgets for naval personnel. On the following pages you'll find pointers also on food purchasing, home buying and expenditures charts.

**THE SOLUTION** to money problems is not necessarily more money (but it helps—Ed.). Through extra planning and the establishment of a budget, the solution may very well be found within present income.

Some people think the main purpose of a budget is to save more money by cutting down on their fun. This is not necessarily so. A budget

might be considered as a tool—a financial tool. Its purpose is to help you eliminate inefficient spending. It should result in more money available to do with what you will, whether your desires include a larger bank account, a home of your own, or a weekend in a plush hotel in the Caribbean.

On the other hand, if you think that by merely setting up a budget your financial problems will fade away, you are going to be disappointed. A budget might be a tool, but you have to know how to use it.

The first step is, of course, to set your sights on your goal. In other words, what are you budgeting for? Perhaps you want to get married, start a family, buy a home, or visit Europe some day. Or, if you're like us, you simply want to make ends meet.

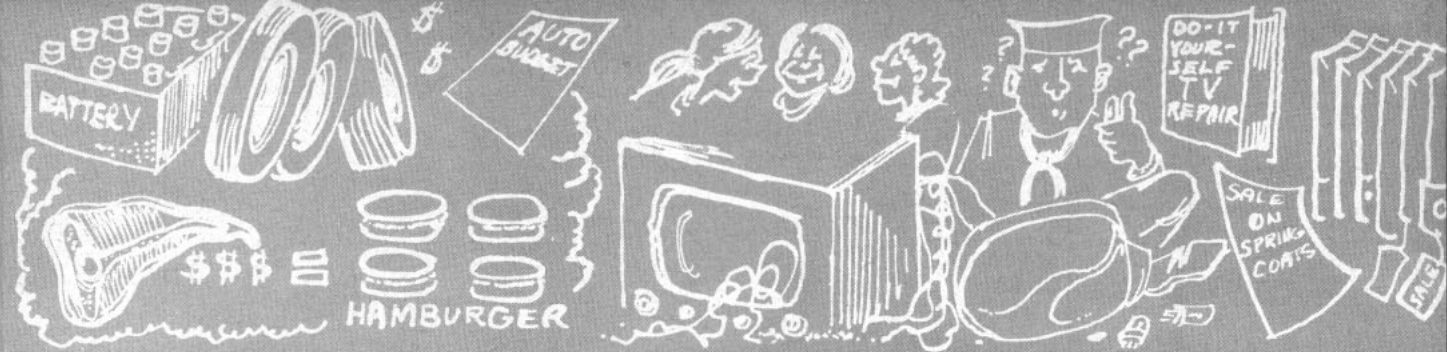
It goes without saying that your goals should be realistic. Some should be for this month—rent, food, gas for the car, miscellaneous bills. Other goals may be six months away—a winter coat for the wife. Others may be five, 10, 20 years away.

**BE SURE** that you and your wife know each others' goals. If you fail to communicate with each other about money problems and do not work together to solve them, additional problems will arise.

Now you can set aside your goals for the time being, while you figure how much income you have coming in. If you are really in earnest about setting up a budget and making it work, you may work it out for a year. But if you want to set one up just to see if it will work, try it for one month—or better yet, two months.

You know your base pay, but how much will you receive through allowances, such as commuted rations, basic allowance for quarters, and so forth? A quick check at your dis-





# How to Stay Fiscally Fit

bursing office might be your quickest answer on how much you really earn a month.

Make a list which shows where your money is coming from before anything is taken out. (Money taken out would be taxes, insurance, social security, savings, etc.) Include the money you receive from the Navy, money from other sources and any extra income you may earn from a second job.

Now you begin to estimate your expenses. It is suggested that you keep a record of what you actually spend for one or two months. Be sure to keep an accurate record. Thus you will have a good basis for estimating your future expenses.

**WE'VE SAID IT** before, and we'll say it again. The primary purpose behind a budget is, of course, to make sure your money offers you what you want most. The budget is merely a tool which requires some system or planned method of separating your money for current spending, for your future needs, and for any debts you may have.

There are, of course, several systems which you can follow. Here are the mechanics of four systems, one of which you may find useful:

- **The Envelope Method**—If you are the type who shies away from figures, you may find this to be the simplest way to live within your plan. Each pay period, you simply divide up your income and put it in different envelopes, purses or small boxes.

For example you may have four envelopes labeled "Food and house-keeping," "Rent and utilities," "Lunches, transportation and pocket money," and "Reserves and emergencies." (You might separate them further, into eight or ten envelopes.) Undoubtedly at some time or other,

you will find this method quite a challenge not to borrow from one category to fill another.

On the other hand, should the money in one envelope give out before the end of the pay period, you have five choices from which to decide: (1) No further purchases in that category until the next pay period; (2) borrow from another envelope; (3) dip into your emergency fund; (4) borrow the money; and (5) buy now on credit and pay later.

Should you choose the fourth or fifth method, you will need another envelope, labeled *Payments due*, into which your repayment must go. While postponing payment may seem to solve the problem for the moment, you will find that, over a period of time, you will get less goods and services for the same amount of money. Also, you will learn how much you must sacrifice from all the envelopes to bring the "payments due" envelope up to the proper level. We'll have more to say about credit later.

Should you find it necessary to borrow from another envelope or dip into your reserves, your budget plan may not be realistic. Perhaps the amounts you put in the envelopes next month should be somewhat different.

- **The Checkbook Method**—You may find that a joint checking account would work better for you than the envelope method. Within agreed-upon limits, you can pay bills and draw cash as needed to meet your requirements.

A review of the checks written during a specified period will show you exactly where you stand. In other words, such a summary made once a month will give you a good picture of where your money goes. From a study of this you can make a

list of planned expenditures according to each bi-weekly pay check.

- **Savings Accounts Plus Checkbook**

—You may want to use a savings account for your reserves and for such things as taxes and other large expenses of the year. For your monthly and weekly needs, you will use your checking account.

There are some obvious advantages in this method which the others do not offer. For instance, your funds which are not used right away will be earning interest for you while you wait for the time to use them. And it won't be quite so easy to dip into your emergency fund as it is to write a check. You can plan your expenditures, especially if you make a simple "pay out" list (see below).

- **Tallying or Recording Expenses**—

If you don't mind working with figures, you may wish to keep a detailed tally of your cash expenses. In this manner, you will have no doubt about where your money is going. And you will find you can more easily make a satisfactory periodic reckoning if you tally all purchases as you go along. By checking your past expenditures, you can estimate quite well what future expenses will be.

A hint: Keep your records simple. The simpler they are, the more likely you are to keep them. Recordkeeping does not necessarily have to be a continuous process (but it should be done periodically). Once you have set your spending pattern, records—at least detailed ones—may not be so necessary. But records show progress you've made and point to problems you may need to solve.

**D**ON'T FEEL YOU MUST decide on any special system at this moment. The system is only incidental to the final result.

- Once you have decided, how-





ever, the first step in carrying out your spending plan will be to enter your *weekly and monthly fixed expenses*, such as rent, telephone, payments on installment debts, and so forth. If you enter these first, you can see how much they will be before you begin to allocate the rest of your income.

- Next, enter your *long range fixed expenses* that come up quarterly or once a year, such as income taxes, insurance premiums and vacations. You will find you will be better off if you *put aside a small but definite amount each month* toward these large and irregular expenses to spread their cost and have money to meet them when due.

- At this point, you may decide you want a *savings plan*, and you can enter this as a fixed obligation, too. It may not be a bad idea to start an *emergency fund*. Eventually, you are bound to have some extra expense

that comes up at the most unexpected times. For example, the car battery may have to be replaced on the last day of the month, or unannounced guests may arrive while the grocery budget is at low ebb.

- After your fixed expenses come your *flexible expenses*—the ones that fluctuate from week to week or month to month.

The records which you kept for a month or two will be a big help if you have them. But they won't necessarily be a complete guide. In other words, you may have some expenses coming up that didn't occur while you were keeping the record. A record kept in July and August, for instance, is not likely to show such expenses as winter clothing, or fuel for heating.

**N**OW YOU ARE READY for the balancing act—comparing your planned expenses with your income. If

your income covers your expenses, and you are satisfied with the results—fine.

But more than likely, your first “list” of expenses will add up to more than your income. Then you will have to look at all parts of your plan. Where can you cut down? Are you overspending? You must decide what things are more important to you and which ones can wait.

Granted, you need adequate food, safe and decent housing and clothes that give you a sense of well-being. But you can be as well fed, from a nutrition standpoint, on hamburger as on porterhouse steak. Should you prefer to eat less expensive (but equally nutritious) food in order to afford better clothes, you can.

As the experts tell us, the solution to money problems is not necessarily more money. Usually, the solution will lie in understanding how to get more for your money, plus the patience, energy and self-discipline to do it. It's still a challenge.

**O**NCE YOU GET IN the spirit of learning how to cut down, you may enjoy shopping around for the best bargain—rather than spending in a haphazard, happy-go-lucky fashion, and regretting it later.

Here are some hints which you might find useful in reducing your *flexible expenses*:

- Eliminate some “flexible” items altogether—at least for the time being.

- Spend less for certain items (cut down on your entertainment or pay less for a new suit).

- Make use of your own skills instead of paying for services. For instance, instead of paying someone else to wash your car, do it yourself. If your wife can sew, let her make the curtains; don't buy them.

- If you're a family man based ashore, you may save by taking your lunch to work instead of buying it.

- Take advantage of what the Navy offers you through Special Services, such as tours, recreation gear, libraries and so forth.

#### A BUDGET PLAN

Should you be in the process of setting up a budget for your family, you may find it helpful to use a form such as the following one. You can expand on it as much as you like, or itemize specific expenses that appear under broad headings. Also you can use this form on a biweekly basis or once a month, whichever is more convenient to you. This plan is one published by the Department of Agriculture.

Item		
Money income after taxes		\$_____
Savings:		
Future goals and emergencies		\$_____
Seasonal and large irregular expenses		_____
Regular monthly expenses		
Rent or mortgage payment	\$_____	
Utilities	_____	
Installment payments	_____	
Other	_____	
<b>TOTAL</b>		\$_____
Day-to-day expenses:		
Food and beverages	\$_____	
Household operation and maintenance	_____	
Housefurnishings and equipment	_____	
Clothing	_____	
Transportation	_____	
Dental and miscellaneous medical care	_____	
Education and reading	_____	
Recreation	_____	
Personal and miscellaneous	_____	
Gifts and contributions	_____	
<b>TOTAL</b>		\$_____
<b>GRAND TOTAL</b>		_____



If you have whittled your flexible expenses as far as you think possible, take a hard look at your fixed expenses. You may find some sizable reductions there.

If you should find that your requirements are still too expensive, and you have done your best at shaving expenses, you may have to put off buying a few of your items for a year. It will take careful consideration and a few painful family consultations, but you may have to assign definite priorities or ratings to various wants.

For example, you may give a three-star (★★★) priority to the items you *must* have. Minimum food, clothing and shelter would, of course, come here, and you would have many other items which you feel should be placed in this category.

Your one-star (★) items are the ones which you could postpone or do without this year, if necessary. Here are all the nice extras, the luxuries and some of the big purchases the family hopes to make.

Your in-between, or two-star (★★) items, however, may present a problem. These are the ones you will not postpone if you can possibly find the money to cover them this year, though you may postpone getting them until later.

**Y**OU WILL WANT to make the right decision in establishing priorities on expenditures but how do you know which is the right one? There are, of course, no rules that are completely acceptable to tell what is good and what isn't unless you consider fair play and mutual consideration of the needs and desires of each member of the family.

But one observer some time ago noticed that families, who gave considerable thought on the wise use of their time and money, faced their problems in this general order:

- *Personal health*—and for children, a *good background* in which to grow.
- *Education for children*, and

*continuing education of adults.*

- *Participation in a hobby*, such as painting, drawing, music, sports, dancing, handicrafts, dramatics, gardening, research, imaginative writing—or the individual enjoyment of such creations of others.

- *Personal appearance*, and the *appearance of the home*, (inside and out).

- *Friendly contacts* with other people.

- *Fun and play.*

- *New experiences.* For example,

*meeting people, going new places.*

- *Rest and relaxation.*

- *Satisfying the family needs in an orderly manner*; buying an item that would perhaps reduce or eliminate an unenjoyable task.

- *Housing and equipment* for individual privacy and for the social and other activities that take place within the home.

**I**N VIEW of the foregoing, you may see some changes that should be made in your goals which, of course, underlie your entire plan.

### Credit Can Be a Friend or Foe

- **Buying on Credit**—The newly married Navyman suddenly finds himself immersed in such matters as buying furniture, appliances and a nice place to live. Most young people starting family life and eager to furnish their own home, face similar problems.

At first glance, the solution may lie in buying on credit. But the experts advise you to approach this possibility with great care. Remember, you can safely plan only on current income. Buying on credit, in the case of the young family man, means spending more money for a given amount of goods when your income is relatively low and at a time when you will be facing unexpected expenses.

Properly used, buying on credit can be a helpful tool (but it has many pitfalls if it is not properly used).

If you feel you *must* buy on credit and are sure you can pay for your purchase over a specified period, you might obtain better terms if you make a loan from your bank or credit union. Use this loan to pay cash in full for the item, then repay your lender. Investigate all of the possibilities.

In any event, you would do well to keep the following points in mind when buying on credit:

- Read and understand the contract—even the fine print. Don't be

in a hurry. The purchase you are interested in doesn't have wings. Your money does.

- Never sign a contract with any spaces left blank.

- Be sure the contract tells you what you are buying, the purchase price (or the amount borrowed), interest and service charge in dollars or simple annual rate, total amount due, the number of payments, the amount of each payment and the date due.

- Find out what happens if you cannot pay, or if you pay your debts off ahead of time.

- Know to whom you make the payments.

- Be sure you know what the seller's commitments are, such as maintenance, service, or replacement.

- Be sure you receive a copy of the contract.

If, for some reason, you can't pay on time, let your creditor know before the payment is due. If you explain the circumstances, you'll usually find him to be reasonable.

We have been told in connection with other matters that the first step to the solution of a problem is the adequate formulation of the question. In the case of the Navyman who wrote in seeking pointers on budgeting we have little doubt that, with that kind of forethought, he'll make a success of marriage, financially and otherwise. —Jack Ramsey, JO1, USN



# A Sampling of How Navy Families Spend Their Income

There is no set rule which arbitrarily says so much of your income should go to buy food, or so much should go to help pay for your car. If there were such a budget, it probably would not work.

The following tables, adapted from statistics compiled by the Bureau of Labor Statistics, represent the average income (after taxes) and expenditures of men in the armed forces who, during 1960 and 1961, lived in civilian housing. And because they are averages, they will, more than likely, be unrealistic for your income.

Note that, in most cases, the money which goes in each category generally increases in each higher income bracket. Yet on a percentage basis, as seen in the second table, this is not necessarily the case. Therefore, as you move up the advancement ladder and you earn more money, the amount you set aside for each category will probably increase in amount but may not change very much percentagewise.

Averages, unless taken in their proper perspective, can fool you. For example, of all the military men who took part in this survey, 59 per cent reported an increase in their savings while 41 per cent reported a decrease. But when you see the average savings broken down by family

income, you will see the over-all average in savings in a new light.

Annual Income (after taxes)	\$2000- 2999	\$3000- 3999	\$4000- 4999	\$5000- 5999	\$6000- 7499	\$7500- 9999	\$10,000 14,999
Reported Increase in Savings	—	35%	63%	59%	56%	86%	39%
Reported Decrease in Savings	99%	65%	37%	41%	44%	14%	61%

The point we are trying to make is this: If you want to establish a family budget, don't try to make your income fit these figures precisely. If you do try, your budget may start out fine, but it may end up a failure.

You may, however, find these tables useful as a rough guide for planning purposes, should you be setting up a budget.

There are, of course, many factors which may influence you on how you divide your income—the area in which you live and your part-time interests (such as a hobby) to name but two.

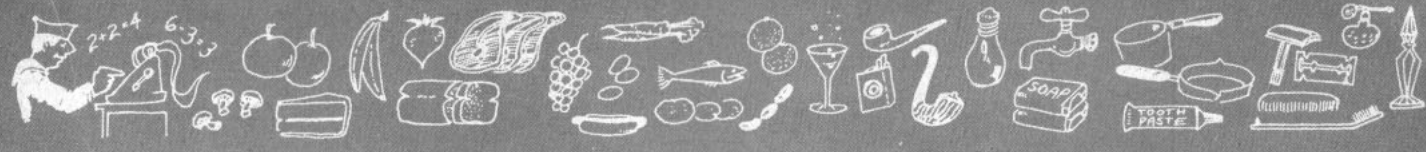
With all this in mind, you might take a look at the following tables.

## ANNUAL EXPENDITURES IN DOLLARS (Military Personnel Living in Civilian Housing)

Category of Expense	Over-all Average	\$2000 to 2999	\$3000 to 3999	\$4000 to 4999	\$5000 to 5999	\$6000 to 7499	\$7500 to 9999	\$10,000 to 14,999
Average income after taxes	6336	2892	3469	4477	5395	7013	8771	11,222
Total food expenditures	1203	858	738	912	1087	1288	1706	1,594
Food prepared at home	947	739	581	699	919	987	1302	1,304
Food away from home	256	119	157	213	168	301	404	290
Tobacco and Alcoholic beverages	173	36	193	96	144	159	200	373
Shelter (rented or owned dwelling)	925	1058	614	750	779	973	1146	1,572
Fuel, light, refrigeration and water	227	70	150	191	157	222	346	331
Household operations	340	256	215	257	271	382	494	458
House furnishings and equipment	448	93	260	472	410	469	450	836
Clothing, clothing services	653	140	322	469	433	767	973	1,247
Personal Care	162	125	123	126	124	169	205	284
Dental and miscellaneous medical care	181	63	90	87	72	197	385	280
Recreation	276	43	139	225	167	267	441	525
Reading and Education	117	66	24	72	48	134	145	470
Transportation (Automobile and Other travel)	1246	712	1029	962	1209	1507	1189	2,227
Other expenditures	86	4	27	21	63	102	125	296
Personal insurance	363	46	115	231	212	309	672	819
Gifts and contributions	219	99	47	87	99	337	325	665

## AVERAGE MONTHLY PERCENTAGE OF EXPENDITURES (Military Personnel Living in Civilian Housing)

Category of Expense	Over-all Average	\$2000 to 2999	\$3000 to 3999	\$4000 to 4999	\$5000 to 5999	\$6000 to 7499	\$7500 to 9999	\$10,000 to 14,999
Expenditures for current consumption, by Percentage								
Total food expenditures	19.9%	24.3%	18.8%	19.7%	21.9%	19.4%	21.9%	15.2%
Food prepared at home	15.7	21.0	14.8	15.1	18.5	14.9	16.7	12.4
Food away from home	4.2	3.4	4.0	4.6	3.4	4.5	5.2	2.8
Tobacco and alcoholic beverages	2.9	1.0	4.9	2.1	2.9	2.4	2.6	3.6
Shelter (rented or owned dwelling)	15.3	30.0	15.6	16.2	15.7	14.7	14.7	15.0
Fuel, light, refrigeration and water	3.8	2.0	3.8	4.1	3.2	3.3	4.4	3.2
Household operations	5.6	7.3	5.5	5.5	5.5	5.8	6.3	4.4
House furnishings and equipment	7.4	2.6	6.6	10.2	8.3	7.1	5.8	8.0
Clothing, clothing services	10.8	4.0	8.2	10.1	8.7	11.6	12.5	11.9
Personal care	2.7	3.5	3.1	2.7	2.5	2.5	2.6	2.7
Dental and miscellaneous medical care	3.0	1.8	2.3	1.9	1.5	3.0	4.9	2.7
Recreation	4.6	1.2	3.5	4.8	3.4	4.0	5.6	5.0
Reading and education	1.9	1.9	.6	1.5	1.0	2.0	1.9	4.5
Transportation (Automobile and Other travel)	20.6	20.2	26.2	20.7	24.3	22.7	15.2	21.2
Other Expenditures	1.4	.1	.7	.5	1.3	1.5	1.6	2.8



## HOW TO:

# Keep the Food Budget on Even Keel

**N**EARLY EVERY married Navyman has, at some time, been stuck with the Saturday shopping at the commissary and exchange, or at the local supermarket—sometimes to the dismay of his checkbook or wallet. Maybe you are one of the few who so far has eluded this event. But if you're not, you may have learned some place between the canned soup and the vegetable counter that food is, if not the largest single expense in your budget, certainly one of the most important. Your family's health depends to a great extent on the food you buy.

And since food is one of the Navyman's major expenses, we would like to pass along some basic pointers which you may find helpful.

The Department of Agriculture has many pamphlets on the subject of food. And they are available to you at a nominal charge. Here is a partial list which you may find quite helpful as a starter.

- **Family Food Budgeting for Good Meals and Good Nutrition**—This pamphlet lists five family food plans, including an economy plan, two low-cost plans, one moderate-cost plan and one liberal plan. In addition, this pamphlet tells briefly what each food does for you.—GPO Catalog No. A 1.77:94—Price 10¢.

- **Family Fare, Food Management and Recipes**—A little more detailed than the previous one, this pamphlet gives you more information as to what each vitamin and mineral does for you. In addition, over 100 recipes are listed. GPO Catalog No. A 1.77:1—price 35¢.

- **Meat for Thrifty Meals**—Since meat usually is your main dish, you may find this pamphlet helpful. It shows you exactly what to look for when you shop, and gives several thrift points. In addition, there are many recipes on how to cook the cheaper cuts of beef, pork, lamb and veal. GPO Catalog No. A 1.77:27—price 20¢.

- **Food for the Young Couple**—In this

pamphlet, you will see how one young couple managed their food budget, including a week's menu. You may find some valuable points here. GPO Catalog No. A 1.77:85—price 10¢.

If you would like any of these publications, write the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402, enclosing a check or money order for the correct amount made out to Superintendent of Documents. Do not (*repeat*—DO NOT) send your request to ALL HANDS, as this will only cause needless delay.

**T**HE COST of food is such that every married Navyman would do well to know some of the basics. In this manner, he can recognize some of the problems his wife is running into and possibly come up with some ideas on how to cut costs.

From the above publications, we have taken some pointers on cutting

the cost of food which you may find helpful.

- Buy most of your food at the commissary. If there is more than one in your area, and they are approximately the same distance, you may find one cheaper than the other.

- Check the weekly specials in your local supermarket. Sometimes you may find some items which are cheaper than at the commissary.

- Compare costs and food in the form—fresh, frozen or canned—that gives you the most servings for your money. You may have to test several kinds before you will know which gives the greatest quality and number of servings for the money.

- Take advantage of seasonal abundances. Radio, television and newspapers will call attention to foods in plentiful supply. Generally, the foods will be at the peak of quality, and may well be offered at lower prices.

- Limit your perishable food purchases to amounts that can be used while they are at their best in quality.

- Prevent food waste by proper storage and by cooking methods that conserve nutrients. Learn how you might better use leftovers.

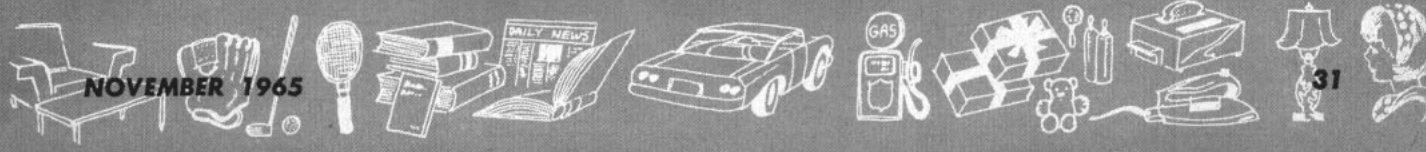
- Consider your family's likes and dislikes. Needless to say, thrifty food buys only pay off when your family eats and enjoys the food.

**I**N ADDITION TO cost of food, another point, perhaps of greater importance, is the quality and types of foods to be considered. Here are some basic pointers on nutrition and how you can put it to work for your family. Make sure your daily meals include the key nutrients in these food groups:

**Milk, cheese, milk products, ice cream, etc.**—Milk is the leading source of calcium, and unless you use it regularly, you may find it quite difficult to have enough calcium in your diet. (Calcium, of course, is needed to build bones and teeth, keep your body strong and, general-

ESTIMATES OF SPENDING BY CERTAIN FAMILIES IN UNITED STATES OF ALL OCCUPATIONS

	INCOME AFTER TAXES	
	\$4000-5000	\$6000-7500
	Per cent	Per cent
TOTAL	100	100
Savings	2	4
Personal insurance	5	5
Gifts and contributions	4	4
Total for current living	89	87
Food and beverages	24	21
Shelter (rent or mortgage interest payments and upkeep, insurance and taxes)	12	11
Fuel and utilities	5	4
Household operation	5	5
Housefurnishings and equipment	4	5
Clothing	8	9
Transportation	15	14
Dental & Medical care	6	6
Education and reading	1	2
Recreation	3	4
Personal and miscellaneous	6	6





## Check Those Regs on Trailer Transfers

When your transfer time rolls around, you can move your trailer to your next duty station or home port, and the Navy will pay for the move if it is within or between the continental United States and Alaska. Generally, there are two ways in which you can do this (and, under certain conditions, there is a third way).

It goes without saying that you first must have authority to ship household goods. Once this is established, you then have a choice between towing the trailer yourself, or letting the Navy ship it for you. (Generally, you cannot ship a trailer and household goods on the same set of orders.)

Under the first instance, you will receive a monetary allowance of 11¢ per mile. In the second instance, the government will pay the total charges, and you will be checked for certain unallowable

charges, including costs above an established maximum allowance (see par. M10004 of *Joint Travel Regulations*).

The third instance is available should there be no transportation officer near your vicinity (you may be finishing a tour of independent duty, for example). In this case, you may contract a commercial transporter to haul your trailer to your new duty station (home port), and the Navy will bear the expense. (See par. M10005 of *Joint Travel Regulations*.) You would, however, do well to contact your nearest legal officer before you make any final arrangements.

No matter which method you choose, you would do well to see your transportation or legal officer before you become too involved. He may supply you with some information on the intricacies of the law saving you many headaches.

ly, maintain muscle tone.) In addition, milk also provides high-quality protein, riboflavin, vitamin A and other nutrients.

**Meat, poultry, fish, egg, dry beans, peas and nuts**—These foods supply protein needed to build and repair all body tissues—muscle, blood, skin and hair, etc. Protein also provides your body with energy and a source for the formation of antibodies in the blood to fight infection. Foods in these groups also contain iron and the B vitamins.

**Vegetables and Fruits**—These are mainstay sources of many vitamins and minerals, especially vitamins C and A. Vitamin C is needed for growth and repair—especially for bones and teeth—healthy blood vessels, firm gums and for healing wounds and fractures. Vitamin A is needed for growth, normal vision, and a healthy condition of skin and other body surfaces. Foods rich in vitamin A also aid the body in delaying aging and fighting disease.

**Flour, cereal, baked goods**—Foods from this group furnish protein and, if they are either whole grain, enriched or restored, they also supply iron and several of the B vitamins, notably thiamine, riboflavin and niacin. Iron is needed to make red cells and help the cells use oxygen. The B vitamins contribute to steady nerves, normal appetite, good digestion, healthy skin and general wellbeing.

**WITH THESE** basics in mind, we might proceed to list a few suggestions on how you may receive more food value for your dollars.

- When you buy meat, consider the amount of lean meat in the cut, not the cost per pound. Some cuts contain bone, gristle and fat waste. For example, ground beef and beef short ribs may cost the same per pound, but you will get more meat for your money with ground beef. Bacon, which is largely fat, is perhaps one of the most expensive foods you can buy in terms of protein

value. It has very little.

- Chicken and turkey have a large proportion of bone to lean, but they are often bargains compared to other meats. Fish is high in nutrients and often low in cost.

- Liver from beef, lamb and pork give high nutritive returns for your money.

- Eggs are usually a less expensive source of nutrients than most meats. And so are dry beans and peanut butter.

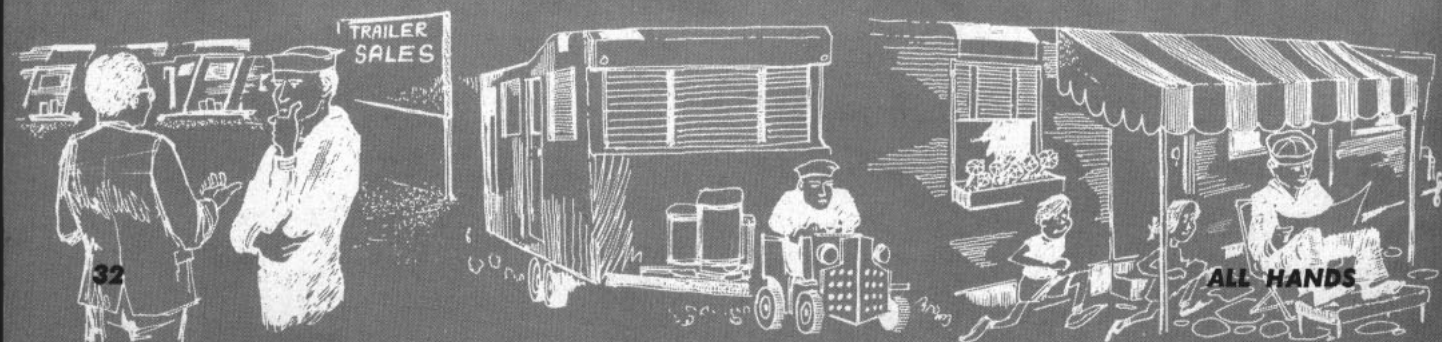
- When you buy bread, choose the loaf for weight and food value, not by its size. Look for bread that is whole-grain or enriched and contains milk.

- Buy packaged cereals or any other packaged food by weight, not by the size of the package. To compare prices, first look for the weight listed on the label and note the price. Then figure the cost for an ounce or a pound.

- Nonfat dry milk and evaporated milk, when reconstituted, cost considerably less per quart than whole fluid milk, and the dry milk supplies comparable amounts of calcium and protein. While you may not like it as a beverage, it serves quite well for cooking or baking. What's more, it doesn't need to be reconstituted before using. You will find that a glass of whole fluid milk may cost as much as three times that of nonfat dry milk.

- When buying canned products, choose the type of pack or grade that is appropriate to your cooking method. For example, a can of solid white tuna costs more than the same size can of grated light meat tuna. You may prefer the solid pack for a salad and the grated pack for casseroles and sandwich fillings.

- The amount of time and the enjoyment the Navy wife gets from cooking will, of course, have a large bearing on whether you buy convenience foods (already prepared dinners and brown-'n'-serve items for example). Compare prices and see whether it pays you to prepare a meal from basic ingredients.



# Trailer Living: Tips on Costs

**S**O YOU'RE THINKING about buying a mobile home? You are not alone. Many a Navyman with a family has found that trailer living is just his cup of tea. They feel that the relatively high monthly payments for five or six years more than offset the high rents they would otherwise have to pay, since, upon completion of the payments, they have a place of their own in which to live.

But you would do well to consider this move carefully, just as you would any large investment. As you shop around for your mobile home, you might keep the following pointers in mind, which we gleaned from some experts on the subject, and from the files of ALL HANDS.

You have, undoubtedly, heard most of the pros and cons concerning trailer life. The pro-trailerites maintain that, after paying \$100 a month (or more) for five years or so, they have a real asset which can be used as a home. Also it can be converted into cash, used as a down payment on a houseful of furniture, or as a step toward a new and larger trailer. If you rent your home, they argue, you have nothing but rent receipts to show for your money.

Those on the other side, however, point out that trailer living only becomes cheaper after your trailer is fully paid for. Then, of course, your only expenses are the lot rental and utilities.

**T**HE FIRST EXPERIENCE of a trailer owner is the most expensive. As in the case of any major purchase, you should know what you are doing—it's your money. If, after carefully investigating the market, you buy a trailer and are successful in keeping up your payments, fine. If not, you are headed for some expensive trouble.

Let's suppose, for example, that you have just arrived at your duty station. After experiencing a sizeable

hotel bill, you find that you may buy a mobile home for your family, perhaps even without cash, by signing a non-interest-bearing note for the down payment. Or you may deliver your household furniture to the trailer sales company as part of the down payment. Anyway, let's say that you can continue your monthly payments and complete them by the time you are transferred. All well and good. You sell it to a shipmate at a reduced price, make a small profit yourself, and you're on your way.

But suppose you run into a problem or have to ship your family back home and go overseas before completing payments. If you cannot keep up your payments, the trailer will be repossessed.

In such a case, your separation from mobile home living may turn out to be quite bitter. In some cases, because of its easy down payment policy, the sales company from which you bought the trailer may not have enough assets to retain a repossessed mobile home until it can be resold at a favorable price. This means the sales company would want to resell it immediately without consideration of the amount of money you have invested. (As you may know, banks and finance companies do not sell trailers, and trailer sales companies do not, as a rule, finance trailers.)

In such a case, unless the sales company could immediately resell the trailer, rent it or find some means that would make the bank or finance company happy, you would be quite lucky if you end up losing only the trailer. It's quite possible that you might still be compelled to continue the payments on the trailer, and on the note you gave as a down payment.

If you're in the market for a trailer, suffice it to say that, as in buying a house, such a purchase should be

considered very carefully. You should know exactly what you are obligating yourself for.

**H**ERE ARE SOME SUGGESTIONS which you may find helpful:

- Don't buy or sell a trailer without receiving advice from other, experienced trailer owners. On stations that have a large trailer population, the housing, personnel or legal officer, and the transportation officer—or all four should be able to help.

- If you must give up your trailer, don't abandon it without making every effort to resell or rent it. You would do well to discuss the matter with the legal assistance officer. You may even find a solution by talking it over with the trailer sales company. Given a little time, they may help you recover some of your investment.

- Unless you are sure you can continue your payments, don't buy a trailer simply to reduce your immediate expenses. The loss which you ultimately may suffer may amount to several times more than the hotel costs which you may have paid while you waited until housing became available.

- Do not expect the trailer company to make any more than emergency repairs. (The manufacturer's guarantee usually is made good by shipping the defective part, and sometimes the whole trailer, back to the plant.)

- You would do well to read your contract. Don't buy a trailer by simply signing an agreement to pay a certain sum each month. Sometimes items, such as jacks, oil and gas tanks, and sewer connections, are added as extras, though the purchaser may think they have been included in the sales price.

- Don't carry your financing with a bank or finance company that, in addition to regular insurance charges, requires road insurance





even when the trailer is not in motion. This sometimes doubles your insurance charges, and always increases your monthly payments.

- Don't agree to a seven-year contract if you can swing one for four or five years. Every year the contract is in force, you pay interest on the original amount of money borrowed.

- Don't offer your household furniture as part of the down payment unless you *know* that you can continue payments. You may need your furniture again. And if you don't have it, you may learn just how hard orange crates can be.

**T**HE FOLLOWING is a trailer deal in which the buyer made a number of mistakes. It is described below.

(1) Purchase price of trailer	\$5695.00
(2) Charge of sewer connection	17.60
(3) Charge for six jacks	30.00
(4) Credit report	5.50
(5) Insurance	395.50
(6) State sales tax	115.42
(7) Actual cost of trailer	6259.02
(8) Down payment (furniture valued at \$866, plus note for \$793.02)	1659.02
Balance due finance company before interest	4600.00
(9) Five years' interest at six per cent added immediately	1380.00
(10) Total amount due finance company	5980.00
(11) Monthly payments for five years	99.67

Step by step, here are some ways in which the total price might have been reduced. (Check the numbers above with the corresponding numbered paragraphs below.)

1. This, of course, is the sale tag price of the trailer.

2. It is possible that this could have been included in the sale tag price. However, that depends upon local practice.

3. This is normally included as part of the sale tag price.

4. This is too small to be a real charge.

5. Regular insurance could have been obtained for about \$190, but in this case the finance company probably requires road insurance

even though the trailer is not in motion.

6. This, as you may know, varies from state to state.

7. This amount might have been reduced considerably had the buyer insisted that comments (2) through (6) be verified.

8. Should the purchaser find it necessary to give up the trailer, this down payment is lost forever.

9. This amounts to six per cent, or \$276.00 for each year the contract runs. In other words, if in the last year your payments total \$1200, you end up paying about 26 per cent

interest. Therefore, if you can afford a five-year contract, don't accept one for six years.

10. On a six-year contract, this would have been \$6256, or \$86.89 per month for 72 months.

11. Add to this amount \$30 per month for trailer lot rental and utilities, and \$50 per month on the non-interest bearing note, and you will see it cost this purchaser \$166.89 per month to live in this trailer. Once the note for the down payment is paid off, however, it cost him a little less than \$120 for the remainder of the five years.

## Some Pointers for

**O**NE OF YOUR MOST IMPORTANT and largest purchases will, undoubtedly, involve your home. Many Navy-men buy and sell several homes during their careers and may feel more or less like experts on this type of transaction.

For example, back in 1960-61, a survey was conducted in a sample of some 60 cities which had been selected to represent metropolitan areas and small cities throughout the U. S. It was discovered during this survey that, of all the military personnel (living in civilian housing) in those areas, 30 per cent were homeowners. Of course, most of that 30 per cent were in the higher income brackets (officers and senior enlisted men) as the following table shows:

**MILITARY HOMEOWNERS**  
Income Bracket

Per cent of military homeowners

ANNUAL INCOME (AFTER TAXES)				
\$2000-4999	\$5000-5999	\$6000-7499	\$7500-9999	\$10,000-14,999
6%	14%	48%	64%	66%

If you have never been through the experience of buying a home, you may find this discussion helpful, whether owning a home is among your immediate plans or one of your distant goals.

Before we become too involved in this discussion, however, we might mention that there are pros and cons

on renting and buying. This, of course, depends on your personal inclinations (whether you want the added demands made on a homeowner). It may depend on where you are stationed, and for how long. The pros and cons of buying should be weighed very carefully. You might do well to talk to some of the people with whom you work; they may supply you with some good pointers.

ALL HANDS could hardly hope to give you guide lines to follow which would satisfy the situation in every area. Nor is this article intended to answer all your questions.

It will, however, point out a few details in real estate transactions which are asked about most frequently by military personnel.

**P**ERHAPS A FEW DEFINITIONS would be the best place to start such a discussion.

**FHA**—As you probably know, this stands for Federal Housing Administration, and through this government agency, you can obtain a loan to buy a house. The FHA, of course, does not lend the money. That is done



through a local lending institution. The FHA does, however, insure the loan. And then it is reimbursed for its insurance at the rate of one-half of one per cent per year.

There are two types of FHA-insured loans which involve homes. The first is the standard FHA loan which is available to anyone who can qualify. The second is the in-service loan which usually is best for most Navy men. (On an in-service loan, the Navy pays the FHA insurance charge for you.)

In order to obtain an FHA loan, you must have an FHA appraisal. A

chase of a house. You are eligible if you served on active duty for at least 90 days, part of which was between 16 Sep 1940 and 26 Jul 1947 (for World War II G. I. Bill) or between 27 Jun 1950 and 1 Feb 1955 (for Korean War G. I. Bill). You don't have to be out of the service to be eligible for this G. I. loan, but you must have been honorably discharged or separated at some time after serving during World War II, or Korea.

You can determine when your eligibility expires by adding 10 years to the date of your discharge and add-

ing item to which you would do well to pay most of your attention.

Basically, it contains the agreement to buy and sell, and the terms on which the sale is to be made. When you buy a house, you would be better off if you make sure that everything which you discussed is included in this document. Nothing should be left to verbal agreements. In short, the entire arrangement should be clearly written down, no matter what the seller, the purchaser or real estate agent may say.

**Certificate of Title**—This is a document given by the attorney to the

## the Prospective Home Owner

value is placed on the property by the Federal Housing Administration, and it is this value upon which the FHA bases its willingness to insure the loan.

The FHA, on an in-service loan, will insure an amount up to \$30,000. (If you have made a real estate transaction before, you may have noticed that, until recently, the FHA insured a loan only up to \$20,000.)

**Certificate of Eligibility**—Before you can obtain an in-service FHA loan, you must first prove that you are eligible for one. Department of Defense Form 802 (Certificate of Eligibility), which is available in your personnel office, does just that.

**Certificate of Termination**—When you sell or transfer your interest in the property, or when you are released from active duty, you must complete this form and send it through channels in accordance with current instructions. If you are being discharged or separated from the Navy, this means you no longer remain eligible for the in-service loan. Your account will then be transferred to the standard type FHA loan, which, of course, means you pay the FHA for its insurance.

**G. I. Bill Financing**—This is another method for you to finance the pur-

ing one year for each three months of active duty between the dates listed above.

This means that eligibility for everyone who served during World War II will end no later than 25 Jul 1967. And for those who served in Korea, eligibility ends no later than 31 Jan 1975.

Steps in obtaining a G. I. loan are similar to those in obtaining an FHA loan. Should you want more information, a Veterans Administration pamphlet (VA 26-4) provides information concerning this loan.

There is no fixed VA down payment requirement for a G. I. mortgage loan. The lender determines the amount of any down payment. Houses which have a VA appraisal must be sold for no more than the appraised value. This, however, is not true in the case of an FHA loan. An FHA appraisal determines the amount of an FHA insured loan. It does not necessarily reflect the full current market value of the house.

**Sales Contract, Agreement to Purchase, Agreement to Buy and Sell, Land Contract**—All these basically mean the same—the document which the buyer and seller sign. The entire transaction revolves around what is said in this contract and is, therefore, one

purchaser. It certifies that the attorney has searched the land records and finds the title to the property to be good. And then he lists any exceptions which he may have found. This, of course, is not a guarantee. It is simply a certification by the attorney that he has done certain work, and then given his professional opinion—which he reached as a result of that work.

**Points, Mortgage Lender's Fee**—These mean the same and refer to the amount you are charged by a lending institution on an FHA-insured loan. One point equals one per cent of your loan.

The law limits the amount chargeable to a purchaser to one per cent (or one point), but it does not limit the amount which may be charged a seller. Therefore, when it comes time for you to sell your property, and the purchaser intends to obtain an FHA-insured loan, you would do well to specify in the sales contract the maximum number of points you are willing to pay. More about points later.

**Conventional Loan**—This term means a loan obtained from a bank. Such a loan normally will not be granted for more than 80 per cent of the appraised value of the property.





**Deed**—This is your paper title to your property.

**Mortgage, Deed of Trust, First Trust**—All substantially have the same meaning—a document (or instrument) in which the title is held by a third party (usually the lender) to secure payment of the loan.

**Assumption**—A procedure in which the purchaser assumes the existing indebtedness of the seller. For example, let's say you have found a house you want to buy, and it carries a price tag of \$20,000. And let's further suppose that the seller still owes \$18,000 on the house, leaving a difference of \$2000. That difference is the down payment necessary for you to buy the house.

This type of purchase is called an assumption, and is the easiest way to buy a home; there are no loan applications to be made, no waiting for an appraisal, no credit references to be checked, no loan to be approved. In short, no muss, no fuss. You simply assume the existing debt.

**Second Trust, Second Mortgage**—A deed of trust or mortgage which is secondary to, or in addition to, a deed of trust which already is on the property.

To illustrate, let's say you wanted to buy that \$20,000 house, but you only had \$1000 in your bank account. This can be adjusted if the seller will accept a second trust. Then the transaction again becomes a simple assumption.

**Refinancing**—This is a transaction in which the purchaser borrows enough money to pay off the seller's indebtedness and pay him for his equity. For an example, we'll go back to that \$20,000 house. But instead of owing \$18,000, let's say the seller owes only \$10,000. Unless you have a good-sized pile of cash, your monthly payments (combined with your second trust or mortgage) would be burdensome, if not impossible. Chances are your simplest solution would be refinancing.

**W**ITH THESE DEFINITIONS IN MIND, we might proceed to what is involved in purchasing a home. Again, let us say that we are not trying to tell you how to buy a home. Suffice it to say that, since the investment is a large one, you should consider it very carefully. Don't be so anxious to move into a home of your own that you buy hurriedly without due consideration and without careful comparison of the market. If you do sign up too quickly, you may end up quite

disappointed and your impatience might be quite costly.

When you start looking for a house, you would do well to keep in mind its size, location and method of construction; its proximity to schools, churches and bus lines; and, of course, its price.

Again let us say, don't let yourself be stampeded into hurriedly signing a sales contract. Once your signature is on that dotted line, you will find you have certain legal obligations which you must go through with. Until you sign the document, you are still free to negotiate, change your mind or look further.

That is why, as we stated earlier, the sales contract is so important, and why the entire agreement should be clearly written.

**F**OR EXAMPLE, suppose that you are going to buy a home, and you have yet to arrange for an FHA in-service loan. You would do well to make sure the contract specifies that it is contingent (or dependent) upon you to obtain that loan with a mortgage of at least a certain amount and a specified rate of interest for a given number of years. Then if you don't obtain the loan, the contract should say that it may be voided.

If settlement and possession are necessary on a certain date, this should be carefully spelled out. Should you want to buy the house only if all equipment and appliances are in good working order, it should be so stated in the contract.

Another tip: It is usually desirable, especially if you are buying a home over 10 years old, to make the contract contingent upon seller's furnishing a certificate that the property is free of termites.

Should you want to buy a home which as yet has not been built, you will find two points to be quite important: When can you move in, and what about a warranty?

You would do well to make your possession date firm. In constructing any type of building, the contractor may encounter many delays, a few of which are unavoidable and others of his own making. For example, he may be trying to build more houses at one time then he can actually handle.

If your sales contract simply reads that possession will be given on or about a certain date, the contractor usually cannot be held to delivery on that specified date. He would always be given a "reasonable" time in which to complete the house. And what is "reasonable" would, of course, depend upon the circumstances at the time. In most instances, a builder can give a dozen apparently valid reasons why he hasn't managed to finish the house.

But if your contract is contingent upon receiving possession on a certain day, then it must be delivered on that day, or the contract may be voidable at your option. When the builder knows he must deliver, he has an incentive to make sure the property is finished.

Your warranty—called a Warranty of Material and Workmanship—should be clearly spelled out, just as your sales contract. For example, if your property has a basement, there should be some sort of guarantee which says you will have a dry basement for at least a year. It will be to your benefit to have the warranties spelled out in detail rather than have a general statement to the effect that the building is guaranteed to be of sound construction.

**O**NCE YOUR SALES CONTRACT is signed, then it is up to you to obtain financing, have the title searched and have all the other little details taken care of that go along with a real estate transaction. The seller doesn't have much to do at this



point. His main interest is, of course, getting his money and delivering the deed at the proper time.

You may find that, at this point, it is a good idea to obtain legal advice. Frequently that is available from your legal officer. But if for some reason it isn't, the yellow pages of the phone book should prove helpful. A tip: Attorneys specialize as much as doctors do. Therefore, be certain you get an attorney who is familiar with real estate law.

Now comes the final step in your transaction—settlement. This is the day when, in most cases, you would go to the office of the settlement attorney. On this trip you may do well to take along some money in your pocket. There will be expenses in addition to the purchase of your house which you must meet.

For instance, you will have the attorney's fee, title search and survey costs, and you will be expected to pay your share of the insurance and taxes which may have been paid in advance by the former owner. If a new FHA-insured loan has been placed on the house, you will have to pay a loan fee to your lender (points). For a moderate-cost house, you should, at settlement time, be prepared to part with anything from \$300 to \$600 over and above your down payment. (Remember also you'll have moving expenses, and probably some expenses for household items or equipment.)

When it comes to expenses, the seller usually is better off. But that is not always the case. If he sells through a real estate agent, he must pay the agent's commission, and he must be wary of the lender's fee, or points, in the case of FHA-insured loans.

Therefore, when it comes time for you to sell, you would do well to keep these two exceptions in mind. The agent's commission generally

## Booklets for the Budget-Minded Navyman

Should you want to research the subject of budgets further, you will find many pamphlets available provided, for the most part, by the Department of Agriculture. For a start, you may find the following publications quite valuable:

- *Helping Families Manage Their Finances*, GPO Catalogue No. A 1.87:21. Price \$.40

- *Managing Your Money, A Family Plan*, GPO Catalogue No. A43.16/s:M74. Price \$.10

- *A Guide to Budgeting for the Young Couple*, GPO Catalogue No. A1.77:98. Price \$.10

- *When You Use Credit for the Family*, GPO Catalogue No. A43.2: C86. Price \$.10

- *Family Finances and Credit*, GPO Catalogue A.1.11/3 C86. Price \$.05

There are many other publications available on nearly any subject connected with Home Economics which you can name, including how to buy food, how to cook, recipes, and so forth.

We suggest, if you are interested, that you write for GPO Price List 11, *Home Economics* (no charge). Address your request for any or all of the above booklets, with check or money order made out to Superintendent of Documents, and mail directly to Government Printing Office, Washington, D. C. 20402. Do not (repeat) DO NOT write to ALL HANDS for these booklets.

runs around six per cent of the selling price.

**I**N ADDITION, you will find yourself worrying about points. Let's say that the current rate of mortgage lenders' fees is three points. This means the seller, in order to have the deal go through, must pay two per cent of the loan. (The purchaser, as we said before, only pays the one point.)

As you can see, under certain circumstances, this could be quite a problem. In some areas with a certain type of house, points have been known to go as high as five or six (that is, the lender's fee is equivalent to five or six per cent of the loan). The purchaser pays only the one per cent, of course, but the seller may be stuck with four or five per cent, *plus* his agent's commission.

Therefore, when it comes time to sell your house, and the buyer intends to obtain an FHA-insured loan, you would do well to say in your sales contract how much you are willing to pay in the way of points.

Whether you are buying or selling, a real estate transaction will be one of your largest. And unless you have considerable experience in dealing in real estate, you usually will do better by consulting an attorney, or a reliable real estate agent.

Actually it may be expensive to you to attempt to save some money by cutting out an attorney's or agent's fees.

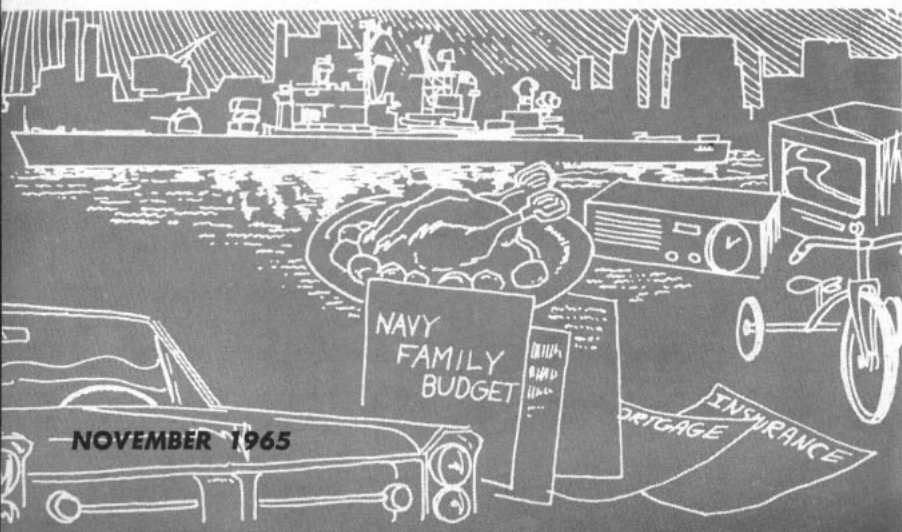
You might feel that the fee is high, or that the attorney's services are not necessary. But the services of a competent attorney may be something like having an extra insurance policy. You may not feel you really need it, but you may be mighty glad you had it.

When a Navyman wants to buy a house, he usually debates whether or not he needs the services of a real estate agent. An agent, of course, has an advantage which a stranger in town does not have. He knows where the houses are, and he can take you there. This may save you endless time and effort which, of course, may be of considerable importance to you.

It is also the agent's job to find a lender who will make a loan under the terms stated in the sales contract. You may find him helpful, especially when a new loan is involved.

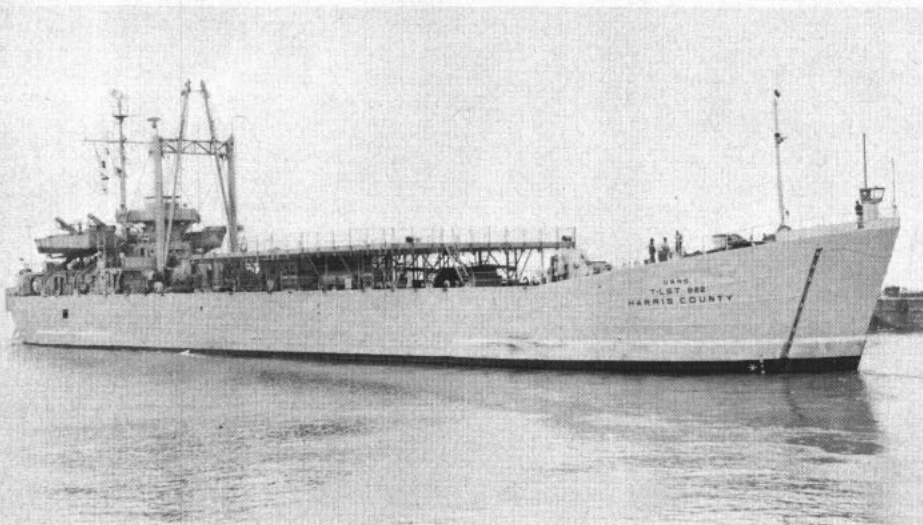
The costs of an agent's services are, theoretically, the seller's expense. But the commission is sometimes passed on to the purchaser hidden in an inflated price which is asked for the house.

Houses, actually, are no different than other merchandise, however. The man who shops around soon knows a fair price when he sees it.





# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



MODIFIED USNS *Harris County* (T-LST 822) now serves with MSTC Pacific.

## Angel to the Rescue

Some angels take only 50 seconds to arrive, and that should be good news to downed aviators.

It was good news to Lieutenant William T. Fidelibus, USN, whose reconnaissance flight over North Vietnam recently developed into a dilemma. Flying north of the 17th parallel in search of missile installations, the *Coral Sea* pilot's A4E *Skyhawk* was hit by ground fire.

He headed home to *Coral Sea*, but a mile and a half short of his destination his plane lost altitude. The pilot ejected.

As his parachute opened, an airborne helicopter, flying plane guard, was notified of the ejection. The "angel" helo was hovering five feet above the pilot 50 seconds after he hit the water.

After being winched to safety, LT Fidelibus decided he was in excellent condition, thanks to a fast-acting angel.

## New Jet Trainer

Pax River test pilots have received the first models of the T-2B *Buckeye* jet trainer. It is an improved version of the T-2A, in wide use as a Navy basic trainer. The new model has two J-60 turbojet engines.

The first four production models will also undergo performance evaluation at the Naval Air Test Center, Patuxent River, Md., probably before year's end.

Presently, 46 T-2Bs have been ordered by the Navy to train aviators from first jet flight to advanced, including carrier landings.

## BUILDERS OF THE NAVY



In 1943, LST 473 was carrying men and material for the assault on enemy-held Lae, New Guinea. Shells were dropping in the water close aboard and a Japanese torpedo plane dived out of the sky, launching its torpedo directly at the LST. At least two people saw the torpedo coming—the steersman in the pilothouse and Seaman Johnnie Hutchins. A bomb hit the pilothouse killing the steersman before he could swing the ship out of the torpedo's path. Hutchins staggered to the wheel and, with his last ounce of strength, turned the ship away from certain destruction. Hutchins died a short time later. His heroism was recognized by the nation's highest award, the Medal of Honor.

## New Construction

An ex-repair ship, now a floating drydock designed to service *Polaris* submarines, was commissioned USS *Alamogordo* (ARDM 2) at the Charleston Naval Shipyard, Charleston, S. C.

Originally she was commissioned USS *ARD 26* (no name) in June 1944 and served in the Pacific during World War II. In 1961, she was placed out of commission in the San Diego Reserve Fleet.

In 1964, she was taken out of mothballs, underwent a major conversion and took on a new identity. Upon completion this year, she was named *Alamogordo* in recognition of the New Mexico city where the first atomic explosion was successfully detonated.

The ship is 536 feet long, 81 feet wide and displaces 7500 tons. She has a complement of 110 enlisted men and four officers.

Elsewhere on the construction scene, the fleet ballistic missile submarine *George Washington Carver* (SSBN 656) was launched at Newport News, Va.

The submarine is named in honor of George Washington Carver, a professor of biology who developed new methods of enriching exhausted soil and made many other scientific contributions to agriculture not only in this country but in the rest of the world.

The keel of *George Washington Carver* was laid on 24 Aug 1964. She was authorized under the Fiscal Year 1962 Shipbuilding program, and is scheduled for commissioning next June.

The amphibious transport dock *Duluth* (LPD 6) was launched at the New York Naval Shipyard in Brooklyn.

Named for the city of Duluth, Minn., the ship was authorized in the Fiscal Year 1962 shipbuilding program. She is 581 feet long and has a displacement of 17,150 tons fully loaded.

LPDs are designed to carry combat troops and their equipment, in addition to transport helicopters and landing craft.

## Frogmen Fine Performers

Navy frogmen are in the news these days. Their special talents are being put to good use in the nation's space program, and the public is hearing about it.

To date, every U. S. manned space flight has ended with a splash-down at sea. Minutes afterward, frogmen arrive and attach a flotation collar around the space capsule, and assist the astronauts in any way possible.

Although TV coverage of space shots is extensive, this particular phase of a mission has yet to be covered live. So the next best thing has been done—a special film has been prepared for showing on a nationally-televised program.

The scene of the filming was Atlantic Fleet Amphibious Force headquarters, Little Creek, Va., the training ground for East Coast frogmen and practice ground for all frogmen associated with the *Gemini* program.

Using a mock-up version of the *Gemini* capsule, an underwater demolition team trio demonstrated their role for the cameras.

While this was taking place, another UDT crew was at sea, aboard the carrier *uss Lake Champlain* (CVS 39), awaiting the real thing—the splash-down of the astronauts.

And, as the nation knows, the frogmen also performed superbly.

## Yokosuka Has Everything

Without a cent in his pockets, a sailor can enjoy liberty in Yokosuka, Japan. The crews of Seventh Fleet ships reap the benefits of a million dollar recreational business supported by Special Services at Fleet Activities, Yokosuka.

The facility sponsors what has been called the world's largest military recreational activity. More than half a million dollars worth of equipment is available to visiting Navy-men.

Almost every conceivable recreational pastime can be enjoyed here. There are more than 100 activities, for athletes, scholars and hobbyists alike. A roller skating rink, bowling alleys, photo hobby shop, athletic fields, a fishing yacht and two libraries are representative of what's available.

An average of over 5000 visiting sailors take advantage of this facility daily. Even after a ship leaves, its crew benefits from Yokosuka's Special Services department efforts. More than 2000 movies are distributed to Seventh Fleet ships every month.



**CLOCK STOPPERS**—*USS Albany* (CG 10) claims record-breaking 45 seconds for rigging unrep refueling connections with Fleet oiler *USS Chikaskia* (AO 54).

Right now special programs are in preparation for the Christmas season, for the many Navymen who will be unable to muster around the family Christmas tree.

## MSTS Smart Ship Award

A Navy-manned transport of the Military Sea Transportation Service has been named "smart ship" of its class and area for the fourth time. Six other MSTS vessels, all with civilian crews, were also named for the 1965

award, which is equivalent to the Navy's "E" award.

*uss General W. A. Mann* (T-AP 112) was selected from the MSTS Pacific fleet as tops in its class as a result of scores achieved during efficiency and readiness inspections this past fiscal year. It is one of three commissioned ships in an otherwise all Civil Service-manned fleet.

*Mann* makes regular trips to the Far East from port of San Francisco.

## New Quarters for Waves Will Need a Name

Last month ALL HANDS had a few thousand hopeful words to say on the subject of bachelor housing for enlisted men and officers. Wave recruits are not to be left out of things, either.

In early September ground was broken, signaling the beginning of construction at Bainbridge, Md., of a million-dollar building designed specifically for women in the Navy.

In the past, when Wave recruit training was conducted at Cedar Falls (1942-45), Great Lakes (1948-51), and at Bainbridge (1951 to present), existing barracks, designed for men, were refurbished for the women. Overcrowding, inadequate facilities and old equipment, so often in evidence in the old barracks, will be things of the past.

The new three-story H-shaped structure will comfortably house over 500 women, and will include such items as a controlled air ventilation system, separate study rooms, spacious lounge areas, and laundry and

ironing rooms on each deck. Completion date for the building is set for the fall of 1966.

To mark the occasion, the commanding officer, Recruit Training Command (Women), is sponsoring a contest, open to all enlisted Waves on active duty, to select a name for the building.

In submitting suggestions, the following guidelines are recommended: The name should be in good taste; meaningful to more than just a small group of Waves; and, preferably, a name which will retain its intended meaning for Waves for many years to come.

Suggestions, together with a brief statement of why the name has been selected, should be forwarded to the Commanding Officer, RTC(W), Bainbridge, Md., 21905, to arrive before 1 Jul 1966.

The Wave (or Waves) submitting the winning name will have their names engraved on a suitable plaque and displayed in the building.





**WET WORK**—Navymen learn techniques of rescuing a downed pilot from water in special five-day course given at Fleet Training Center, San Diego.

### Pilot Rescue Training

As a general practice Navymen are encouraged to stay on the dry side of the ship's rail. Every rule has its exception. Last year, for instance, the Fleet Training Center in San Diego, Calif., taught 186 men the always wet and often tricky business of going over the side—to rescue downed pilots.

FTC San Diego's course is rough, so rough in fact only about 60 per cent of each class is expected to graduate. Though only five days in duration, the curriculum consists of 30 hours of instruction; nine hours of lecture and 21 hours of in-the-water training. It caters both to destroyer-men and helicopter crewmembers.

During the week at San Diego the prospective rescue experts learn water survival, pilot rescue techniques, emergency lifesaving measures, abandon ship procedures and how to cope with situations such as burning fuel on the water.

Pilot rescue training has become especially important during the last year, due to the increase in aircraft activity over Vietnam. When an aircraft is hit or malfunctions over hostile terrain, the pilot will usually head for the open sea, to eject or ditch away from the rough landscape and enemy troops.

### Carrier Landing with a Twist

Routine landings are common aboard aircraft carriers, but occasionally one arrested landing proves different.

Seconds after Lieutenant Mel M. Romine, USN, hooked the third wire with his S-2E *Tracker* aboard USS *Kearsarge* (CVS 33) recently, he received emergency instructions to cut engines. Firefighters and first aid teams rushed toward the plane from

seemingly all directions on the flight deck.

All this left Lieutenant Romine temporarily baffled. He felt his landing had been a good one, and could not figure out the cause for alarm. Nevertheless, he lost no time unharassing to get clear of the plane.

As he leaped from the hatch a

### Freedoms Foundation Moves To Honor MOH Winners

The Freedoms Foundation at Valley Forge is developing a 52-acre Congressional Medal of Honor Grove to provide recognition for the men who have won the Medal of Honor since its authorization in 1861.

There will be an archives building which will house complete records of the deeds of all who have received the Medal and historical displays concerning the Medal.

One of the displays will be a collection showing the various forms the Medal of Honor has taken during its existence. The Army and Navy have always had distinctly different awards and both the Army and Navy Medals have undergone three changes.

Because of the age and scarcity of some of the Medals, the Freedoms Foundation is asking anyone possessing a Medal of Honor to loan it to the archives building at the grove where it will be placed under glass on public display with a suitable plaque recognizing the recipient and the donor.

Anyone willing to loan a medal or wishing further information on the subject should write to General Bruce C. Clarke, Vice Chairman, Freedoms Foundation at Valley Forge, Valley Forge, Pa. 19481.

cheer went up from the flight deck crew. His arrested landing was the 96,000th for *Kearsarge*. The crash/fire drill was held to add significance to the occasion.

### Alvin Takes Trial Run

*Alvin*, the Navy's new research submarine, has completed its initial deep dive off Andros Island in the Bahamas. The vehicle descended 6000 feet below the surface and all systems checked out satisfactorily.

The 22-foot vehicle is operated by the Woods Hole Oceanographic Institution, Mass., as a part of an oceanographic research program supported by the Navy's Office of Naval Research. After further test dives, *Alvin* will conduct deep ocean engineering and scientific operations off Bermuda.

*Alvin* will enable oceanographers to make firsthand observations of deep water conditions. With much greater horizontal range and maneuverability than bathyscaphs like *Trieste*, *Alvin* will be capable of extensive research. *Alvin*, on the other hand, will have a 25-mile range and a 2.5-knot speed. It can remain submerged for eight to 10 hours.

The vessel will have many uses. Biologists, for example, will use the craft to observe directly the concentrations and behavior of marine life in deep water in the same manner as scuba divers in shallow water. Geologists will be able to inspect personally areas of the sea floor and take samples of the bottom. The temperature structure, underwater currents and gravity and magnetic fields can also be measured more accurately from *Alvin*.

Like *Trieste*, *Alvin* has a spherical high-strength hull which contains the crew and scientific instruments. *Alvin's* seven-foot diameter pressure sphere consists of 1.33-inch-thick HY 100 steel, an extra-strong metal used for the first time in undersea vehicle construction.

The new vehicle has specially-designed equipment to give it maneuverability and to permit it to operate as a submarine instead of a deep sea elevator. Its large main propeller at the stern can be turned from side to side to steer in the same manner as the outboard motor on a small boat. A complete 360-degree turn with a radius of less than *Alvin's* length can be made in about 45 seconds. On each side of the craft, just aft of the five-foot conning tower, is a small lift propeller which can be rotated to

direct its thrust up or down, ahead or astern. All three screws are controlled by an aircraft-type control stick in the cockpit.

A number of safety features have been incorporated into *Alvin*. Should the mechanical arm become hopelessly entangled, it can be shed. The three batteries can be dropped to reduce the weight of the vehicle and cause it to rise of its own buoyancy. As a last resort, crew members could even disconnect the pressure sphere, which would rise to the surface automatically.

*Alvin* is designed to have a neutral buoyancy, and an ingenious variable ballast system has been included to compensate for the weight of men and instruments and insure the neutrality. The system consists of pressure-proof aluminum spheres interconnected by collapsible rubber bags partially filled with oil, which is lighter than water. If buoyancy is to be increased, oil would be pumped from the spheres into the bags, thereby increasing displacement without increasing weight. The oil is pumped back into the spheres to make the vessel heavier.

Four viewing ports permit observations ahead of and beneath the vehicle. Additional monitoring is provided by a scanning sonar set and a closed circuit TV system. It also has instruments to detect distance from the bottom and the surface and to maintain voice contact with the mother ship.

The *Alvin* support ship is a specially designed catamaran barge supported by two floats, each of which is 96 feet long and displaces approximately 400 tons. The barge has a platform which can be raised to lift *Alvin* from the water.

You'll be hearing more about *Alvin* in the future.

## MSTS Back in Atlantic Run

The Military Sea Transportation Service (MSTS) has resumed partial trans-Atlantic service. Earlier this year, the six MSTS Atlantic ships had been diverted to sealift the First Cavalry Division from Atlantic Coast ports to the Republic of Vietnam.

Presently, there are two ships—USNS *General William O. Darby* (T-AP 127) and *General Maurice Rose* (T-AP 126)—sailing between the Brooklyn Ocean Terminal and Bremerhaven, Germany. So far, no date has been set when full Atlantic MSTS service will be resumed.

## How To Live In the Jungle

The bus bounced along a rutted dirt road near the Subic Bay Naval Station perimeter and jerked to a stop in front of a lone quonset hut. The passengers—four Navymen and 20 Marines in battle dress—filed out. They approached a short, muscular Filipino, whose face was half-hidden under an orange-colored plastic rain hat. He carried a machete.

This was Dim (pronounced Deem), who was to be the group's instructor in jungle survival for the day.

Ignoring the darkly overcast sky, Dim surveyed his students near the edge of the jungle, then turned and headed for the heavy foliage. Following closely, the 24 men from USS *Galveston* (CLG 3) were soon wading waist-deep across a rushing stream, on their way to a training area in the heart of the jungle.

The indoctrination was part of the field training required annually of Marines afloat. The Navymen, including a hospital corpsman, came along by invitation.

Dim and three other guides who



**BUSY DAY**—Landing craft circle behind open stern of USS *Vancouver*.

accompanied the *Galveston* men are Negritos, a small, tough race of peoples who inhabit parts of the Philippines. Each of the four guides fought against the Japanese in World War II, in the fierce struggle for liberation of the Philippines. Dim had been a guerrilla sergeant.

## Reserve Minesweeper Cruise

Reserve minesweepers plied their trade recently in exercises in the vicinity of Massachusetts Bay.

Naval Reserve Mine Division 22, operating out of Providence, R. I., sailed as a complete division for the first time when it underwent active duty for training.

Four ships make up the COMONE division—USS *Falcon* (MSC 190) the flagship, *Turkey* (MSCO 56); *Siskin* (MSCO 58) and *Reedbird* (MSCO 51).

The division was joined by *Exul-*

*tant* (MSO 441) from Charleston, S.C., for the training cruise.

Perfect weather attended the cruise, and the Reservists were able to accomplish much training underway. They swept a minefield laid by *Exultant* and, in addition, each took part in a full-dress battle problem.

All was not work, however. The Reservists visited Halifax, Nova Scotia, over the weekend and were given a red carpet welcome by the Royal Canadian Navy.



**SWEEPERS** of Naval Reserve Mine Division 22, operating out of Providence, put to sea as a complete division for a training cruise in the Atlantic.



Hacking through the dense jungle, Dim collected leaves and branches along the way, intermittently lecturing to the group about uses of jungle plants.

"This fern you can eat," he said, "but eat only the young leaves."

He took a bite and passed the plant around. The *Galveston* men reluctantly followed suit.

By the end of the morning Dim had explained how to produce rope, plates, hats, soap, quinine, iodine, tea and water, using only a knife and jungle plants.

Another guide demonstrated the technique of starting a fire with bamboo shavings, sans matches. In spite of the rain, he succeeded.

The guides then demonstrated some rather vicious booby traps constructed from jungle materials. "Here enemy," said Dim, standing a bamboo tree section upright in the middle of the trail. "He comes along at night and hits, like this."

Dim brushed a thread of bark, stretched across the trail, with a stick. Thwack. A long branch with bamboo spikes sprang out and knocked the "enemy" to the ground.

Dim explained that this type of trap, along with others, was used during the war. He then showed the men how to cook rice in a section of bamboo. Served on bamboo plates and washed down with jungle tea, it made a nourishing meal.

In the afternoon Dim led the way for a long hike through the jungle, with the warning, "Look up, look down—snakes."

The intermittent rains of morning steadied to a constant afternoon downfall, as the *Galveston* men split



**PROGRESS**—A. E. Flanders, BM1, has gone from seaman to first class PO aboard *Compass Island* (EAG 153).

into two groups to follow their guides up and down the mud-slick hills and through the tangled undergrowth. Along the way, the Marines and Navymen sought out the plants they had learned about earlier.

"Here is water tree," said Dim. "You can get water six to six (dusk to dawn) like this." He hacked a notch in the trunk with his machete and hammered a piece of bamboo into the tree.

"Water run down bamboo, and you fill canteen. But not now. Only from dusk to dawn."

At the hike's end, back at the guides' quonset hut, the mud-caked, rain-soaked Marines and Navymen wrung what water they could out of their clothes. Some bartered with the guides for hand-made knives, bows and blowguns, as souvenirs of their experience.

## Hovercraft Operators

Four enlisted men have qualified as operators of the VA-3 experimental hovercraft, an "air-cushion" vehicle being tested by the Navy as a potential amphibious assault craft.

By qualifying, the men have discounted previous Navy apprehensions that only qualified pilots could handle the airplane-type controls and tricky characteristics of the vehicle. Were this true, it would have presented a formidable obstacle to the Navy's adoption of the air-cushion type craft.

The enlisted "pilots"—a BMC, ENC, EN1 and BM3—learned to handle the craft satisfactorily after four hours' indoctrination. The transition from coxswain and engineman (both must qualify) was smooth.

Flying the hovercraft is little different from piloting a light plane. The craft has four separate engines and propellers—two mounted on the rear deck for propulsion and two on the underside for lift. Rudders behind the propulsion props and louvered "spoilers" beneath the lift props provide maneuvering capability.

The flexible skirt which encompasses the underside traps the down draft and provides an air cushion which supports the 55-ton craft 18 inches above water or land.

The operator (there is no "copilot") must manipulate the wheel to control the rudders while foot stirrups give him control of the spoilers. The aircraft-type throttles which control height and speed must be adjusted by his left hand as he grips the wheel with his right.

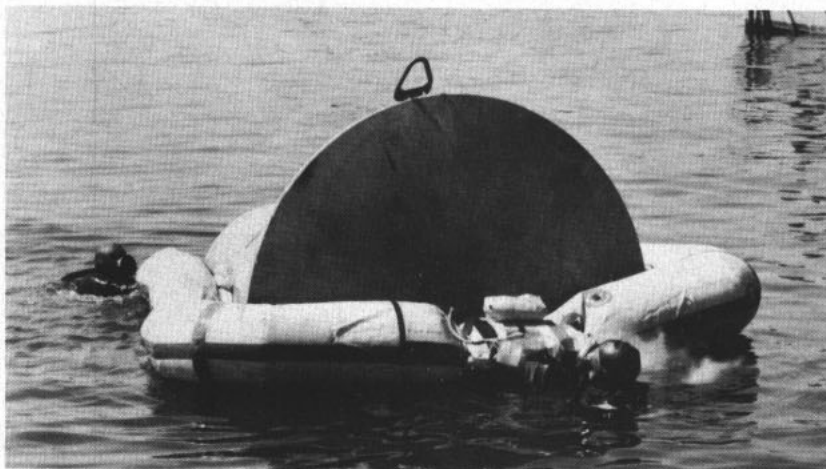
One man who qualified explained that there was an emphasis on maturity when selecting enlisted operators. It's a thrill to travel over 50 knots on a small water vehicle, he said, particularly when you're flying. The operator must remain calm at all times.

The hovercraft seems to offer unlimited potential as an amphibious vehicle. If current tests determine that adoption of air-cushion vehicles is feasible for the Navy, men and materials could be shuttled ashore at speeds in excess of 50 knots, nearly immune to surf conditions, underwater obstacles and mines.

The Navy is also eyeing the versatile craft for antisubmarine warfare missions, patrol and reconnaissance work and rescue roles.

—Jere Sellars, J02, USN.

**IT'S A FAKE**—Navy frogmen inflate a flotation collar around a boiler plate model of *Gemini* capsule during training at Little Creek Naval Amphibious Base.



## Greenwich Bay Visits

Should you happen to be steaming through Middle Eastern waters, and you see a U.S. Navy ship painted white, chances are it will be one of three seaplane tenders—uss *Greenwich Bay* (AVP 41), *Duxbury* (AVP 38) or *Valcour* (AVP 55).

Why are they painted white instead of battleship gray? Among other reasons, it provides a little more comfort for the crew. These ships operate in an area where the temperature soars beyond 100 degrees Fahrenheit, and the white does quite well in reflecting the hot sun.

These AVPs rotate as flagship for Commander Middle East Forces and, as such, they are representatives of the United States in an area of the world seldom visited by other U.S. Navy ships.

For example, during her 1965 cruise, *Greenwich Bay* visited such ports as Abu Dhabi, Doha, Damman, and Ras Tanura in Saudi Arabia, and Abadan, Iran.

Before she left her home port of Norfolk, Va., *Greenwich Bay* loaded up with approximately 10 tons of Project Handclasp material, including encyclopedias, textbooks, food, clothing, toys, games and medicines. Much of it was donated by schools and other organizations and designated for specific countries.

And then while *Greenwich Bay* visited these Middle East ports, the Handclasp material was distributed, tours of the ship were given to the general public and many groups of children were entertained with cartoons, refreshments and souvenirs.

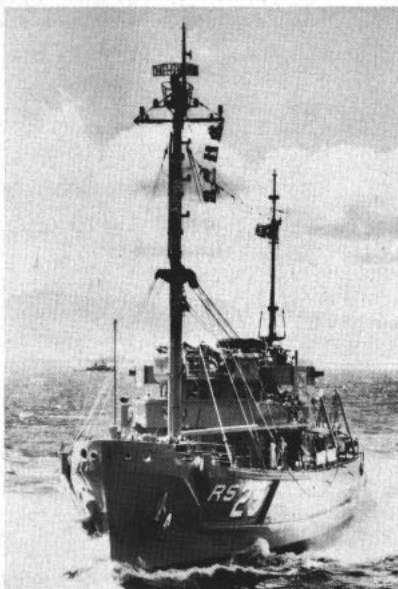
Since the Middle East Force was established in 1949, *Greenwich Bay* and her sister ships have been host to thousands of children in more than 100 towns. At the same time, crew members have given their time to help paint and repair schools, orphanages and youth centers in these various cities.

—R. A. Young, YN2, USN

## Ricketts Comes Home

The mixed manning demonstration ship *uss Claude V. Ricketts* (DDG 5) returned to her home port of Norfolk, Va., recently after a five-month deployment to the Mediterranean and Northern Europe.

During her deployment, the guided missile destroyer, with her six-nation crew, operated successfully as a regular unit of the U. S. Sixth Fleet. The ship also visited ports



STEAMING toward salvage operation is *USS Safeguard* (ARS 25), which is part of Pacific Service Force.

in all non-U. S. nations represented in her crew: Italy, Greece, The Netherlands, the United Kingdom and the Federal Republic of Germany.

During her deployment with the Sixth Fleet she operated as a unit of Task Group 60.2. Significant operations in which the ship took part were "Double Eagle," a large-scale NATO exercise, and two combined exercises with units of the Italian Navy. Normal Sixth Fleet operations included antiair warfare, antisubmarine warfare and electronic warfare exercises.

*Ricketts* conducted *Tartar* missile firings and took part in three major underway replenishment exercises during the same period.

After leaving the Mediterranean,

*Ricketts* stopped in England, The Netherlands and Germany. In Kiel, Germany, she represented the United States at Kiel Week, an annual sailing regatta attended by ships from many nations.

For the remaining period of the mixed manning demonstration, the ship will operate as a unit of the U. S. Second Fleet. On 1 December her non-U. S. men are scheduled to return to their own navies.

## Agualva's Bell

For the people who live at Agualva on the Portuguese island of Terceira in the Azores, the bell in the village church is an old friend. Since 1887 it has rung in the great moments of their lives and tolled upon the passing of their relatives.

For a while, however, it looked as though Agualva's bell might come crashing down from its steeple. The great wooden and metal braces which had supported the bell for 78 years had been weakened by cracks.

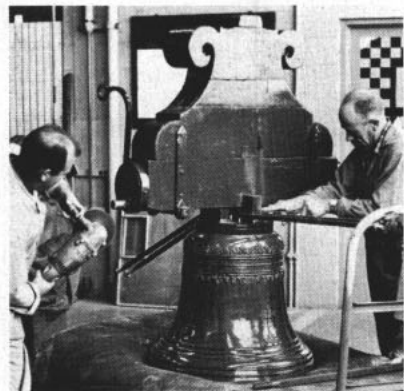
As a gesture of goodwill, the commander of the U. S. naval forces in the Azores authorized repairmen from the Naval Air Facility in the Azores to do whatever they could to save the bell.

With the help of U. S. Air Force engineers, the bell was removed to the Naval Air Facility hangar where Navy men went to work.

The welding and suspension repair had to be done with the greatest care to keep the bell from cracking, but the job was done and the old bell was returned to its tower.

When the bell was rededicated, a plaque on the wall of the church was also unveiled, attesting to the thoughtfulness of U. S. Navy men stationed at Lajes, who made it possible for Agualva to keep its bell.

A RINGER—Portuguese villagers gather in street for rededication of church bell at Agualva. Rf: Navy men make repairs to church bell in hangar at NAF.





Brief news items about other branches of the armed services.



**CRASH RESCUE** procedures are practiced by Air Force Reservist taking training at Bakalar Air Force Base, Ind.

THE U. S. ARMY Chief of Engineers recently established an Office of Interoceanic Canal Studies in the Panama Canal Zone. It will carry out reconnaissance and, in general, study the feasibility of a new sea-level canal between the Atlantic and Pacific Oceans.

For some time now, the possibility of such a canal has been considered. But not much had been done to see whether building one would be practical.

A sea-level canal would, of course, have many advantages. For instance, it could be built large enough to handle even the largest ships. And all ships would benefit since transit through a sea-level canal would be faster than through the present Panama Canal.

★ ★ ★

A GREAT STORYTELLER, describing Arctic weather, once told an audience, "It was so cold up there our words froze as we spoke them, and we had to heat them in a frying pan to see what we were saying."

No so with a new arctic communications system, the longest and most powerful of its type, which spans the 600 miles between northern Canada and Thule Air Base, Greenland. It is operated by the Air Force.

This—believe it or not—is a breakthrough. Normally, tropospheric communications systems (of which this is one) are effective only for shorter distances. Powerful new transmitting equipment and supersensitive antennas were developed for this arctic link.

It took two years, working in constant sub-zero weather, to erect the necessary facilities. The Air Force airlifted a disassembled 35-ton crane to the site for use in erecting the antennas.

The link is a subsystem of a communications link currently being developed between Alaska, northern Canada and Greenland.

★ ★ ★

A NEW ULTRASONIC CORROSION DETECTOR for inspecting aircraft fuel tanks has been developed for the Air Force. The new device is more accurate than the human eye and is more economical than X-ray examination since

it does not require the removal of fuel from aircraft tanks before inspection.

The corrosion detector, mounted on a trailer, is guided under the wing of a parked aircraft and raised until it touches the underside of the metal wing. Ultrasonic sound waves are then bounced against the skin of the aircraft.

Tests have indicated that corrosion can be accurately detected through metal surfaces from fifty thousandths to one and one-half inches thick. The device can also detect trouble where metal joints overlap.

The ultrasonic inspection device is designed to scan the top of the wing as well as the bottom and can also be used to inspect curved surfaces of an aircraft. It is much faster to use than older inspection methods inasmuch as it can scan more than 500 square inches of aircraft wing surfaces in 15 minutes.

In addition to using the device to detect corrosion in fuel tanks, the Air Force also plans to use the equipment to check large booster cases and to test honeycomb bonds in large cargo aircraft.

★ ★ ★

A SELF-PROPELLED *Hawk* missile launcher is being developed by the Army for use in forward combat zones. The vehicle will give *Hawk* platoons greater mobility and flexibility and require fewer vehicles than at present.

**HAWK** (Homing All the Way Killer) is a supersonic air-defense guided missile. The new units will be deployed on an XM-548 full-tracked vehicle. Present *Hawk* platoons require six two-and-one-half-ton trucks. The missiles are transported on pallets and placed on the launcher at the firing site. With the new system, self-propelled *Hawk* units will carry ready-to-fire missiles on the launcher.

When the self-propelled launcher is perfected, a *Hawk* platoon will consist of three launchers, each with

**COAST GUARD** cutter *Northwind* is taking scientists to North Atlantic and Arctic Basin areas for exploration.





UNDER-WING pylons being tested on F-111 rotate as the plane's wings sweep back for supersonic flight. Rotation keeps external weapons parallel to jet's fuselage.

three missiles aboard. The launchers will tow the necessary radar and tracking gear. The assault fire command console can be either carried on one of the launchers or mounted on a trailer and towed.

*Hawk* is a 16-foot, solid-propellant missile which can search out and destroy high performance aircraft or air-breathing guided missiles from treetop level to medium altitude. The first battalion was deployed in 1960.

★ ★ ★

THE DEFENSE DEPARTMENT had a problem—how to stretch tax dollars by finding new uses for missile back-up equipment and weapons systems hardware no longer used by the Air Force as strategic weapons.

The answer hopefully lay in a missile showroom at Lincoln, Nebr., where users are being sought for millions of dollars worth of obsolete missile gear including such items as \$500 vacuum tubes and five-dollar transistors, the intricate wire mazes of complex electronic control panels, electric generator sets, oscilloscopes, computers, rocket engine cradles and an amazing variety of other early—and obsolete—missile-age hardware.

The Mart's proprietors are the Air Force, the Defense Supply Agency, the Defense Logistics Services Center, and the Defense Department.

Catalogs were printed describing the missile support gear and substitute uses for it. Stock numbers of available items were also compared with the items needed by the Armed Forces.

The Mart differs from that with which most shoppers are familiar in that there are no price tags on the merchandise. Anything useful the shopper spots is his for the asking. All he must do is pay for handling and transportation. The Armed Forces are expected to be the biggest customers.

A lieutenant colonel is the "sales manager." He conducts guided tours of the showroom and tells prospective customers how long it will take to remove the desired merchandise from its missile silo.

In this way, the government hopes to shuttle millions of dollars worth of equipment from six disestablished *Atlas F* sites to use in other defense capacities and sug-

gest ways in which its customers can use support equipment for the *Atlas E* and *Titan I* missiles which are being eliminated in line with the decision to close 14 ICBM bases having a total of 149 missile silos.

★ ★ ★

ADDITIONAL EDUCATION is provided for many of this year's graduates from the service academies at West Point, Annapolis and Colorado Springs.

Three Rhodes scholarships, seven National Science Foundation fellowships and three Atomic Energy Commission fellowships have been awarded to members of the graduating classes.

About 60 additional graduates received grants for advanced schooling immediately after graduation.

★ ★ ★

MATS IS KEEPING IN STEP with the jet age by adding new C-141 *Starlifter* transports to its fleet. The four-jet, 150-ton aircraft are expected to add a new dimension to the MATS military air cargo transport capability.

The *Starlifter* is the first jet aircraft ever designed specifically for cargo operations. It cruises at speeds in excess of 500 mph and has a range up to 5200 miles (the distance from San Francisco to Tokyo)—depending on payload.

The jet transport can carry 120 fully-equipped combat troops for the long stretch, or 154 troops or 123 paratroops for shorter distances. Rear clamshell doors open in flight for parachuting men and equipment.

Using a new automated cargo loading system, it will take less time to cram 72,000 pounds of cargo in the *Starlifter* than it takes to service and refuel the craft. In addition, the plane's short takeoff and landing characteristics enable it to operate from about 1850 airports throughout the world. Each of its jet engines develops 21,000 pounds of thrust.

The first operational squadron of C-141 *Starlifters* is being established at Travis AFB, Calif. Others will follow at Dover AFB, Del., and Charleston AFB, S. C. To date, 132 *Starlifters* have been ordered for MATS.

**BIG TOW**—Army gunner fires TOW assault antitank weapon from lightweight launcher mounted on tripod.





# THE BULLETIN BOARD

## Navymen Are Automatically Covered for \$10,000 Insurance

**P**ERHAPS YOU HAVE, from time to time, thought of obtaining some life insurance, but felt you couldn't quite afford it.

Through passage of Public Law 89-214, you (and all other servicemen on active duty) are now automatically covered for \$10,000 under the Serviceman's Group Life Insurance, a term insurance program effective 29 Sep 1965.

Is this insurance free? No, but the cost to you is very small—two dollars a month (see below).

Do you have to sign up for this insurance? No, you are automatically covered, unless you specify that you don't want the insurance.

SGLI provides coverage of \$10,000 for all Navy men and women on active duty. All members ordered to active duty for more than 30 days, and who were on active duty on 29 Sep 1965, and who were not discharged or released from active duty before 1 Oct 1965, will be charged the \$2 monthly rate commencing 1 October.

Premium deductions will be in full monthly amounts. There will be no prorating of premium deductions.

This new life insurance is in addition to any insurance you presently may have. In other words, Serviceman's Group Life Insurance will not affect any coverage to which you are now entitled, whether it is government (USGLI or NSLI) or commercial.

Term insurance, for those who may not know, offers the lowest cost protection for a specific period of time—in this case, as long as you are on active duty and up to 120 days thereafter. Protection under this insurance program will end 120 days after separation or discharge, unless you elect to continue it by paying the required premiums, which would vary according to your age at that time.

However, this insurance is not mandatory. If for some reason you don't want this amount of coverage, you have two choices:

- You may choose to be covered by only \$5000; or

- You need not participate at all.

Details as to how you go about electing either of the two latter alternatives are not at this time available. As soon as possible, this information will be promulgated by an instruction.

As with just about any type of life insurance, you may choose your beneficiary (the person to whom the payment is made in the event of your death). However, should you die without designating your beneficiary, the insurance will be paid in the following order to:

- Your widow (or widower).
- Your child or children.
- Your parents.
- The executor or administrator of your estate.
- Other next of kin.

You may specify whether you wish your beneficiary to receive the face value in one lump sum or payment over a 36-month period.

As stated before, this is term insurance—that is, it has no "cash" or loan value, which is a feature of permanent types of life insurance. You cannot borrow against it, nor does the policy mature. But it pays off \$10,000 in case of death of the insured person.

When you are released from active duty, you may want to continue the

insurance on your own. This may be done. At any time during the period you are covered, either while you are on active duty, or up to 120 days after your discharge or separation, you may apply to any of the participating commercial insurance underwriters for insurance.

Upon payment of the required premiums, you will be granted insurance (without proof of insurability) up to the face value of the coverage you had under this plan. This may not mean much to persons leaving active duty in good health. But regardless of physical condition, you are still guaranteed life insurance if you desire it. Remember, however, this guarantee lasts only during your period of active duty plus 120 days. Should you let your insurance lapse, you will no longer be eligible.

This brings up another point: If you already have a life insurance plan in effect, you would do well to hang on to it. Should you cash it in, you will find that, after you are released from active duty, your premiums on a new policy would be considerably greater than the premium you are now paying.

Details concerning coverage and disbursing procedures may be found in Alnavs 65 and 68.

## Now's the Time for Officers To Ask for Flight Training

If you are an officer on active duty who has wanted to become a naval aviator or naval flight officer, now may be your opportunity. And the sooner you apply the better your chances will be.

Under this program, commissioned officers may apply for flight training at any time.

If you are in the Fleet, now is your best time to apply. A good portion of the quotas for classes beginning in June to about December are filled by officers who recently graduated from the Naval Academy, OCS and NROTC. But from the months January through May, more quotas are available for officers in the Fleet. Therefore, if you submit your application now, you may stand a better

All-Navy Cartoon Contest  
C. Wise, HMCS, USN



"No, Sir, I says. None of these foxholes and C-rations for me! I'm joining the Navy."

chance of being accepted for a class beginning in March, April or May.

First, however, you would do well to check yourself against these general eligibility requirements:

- You must, of course, be commissioned, or be in training as an officer candidate leading to a commission.

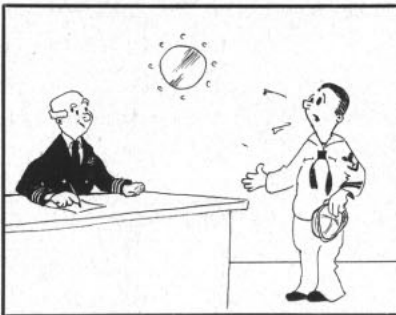
- You must be less than 26 years old when you apply.

- You must have at least four semesters of undergraduate work at an accredited college or university and must have been in good standing upon completion of final semester.

- You must take two aptitude tests, one to see how well suited you are for flight duty, and the second to measure your ability to control aircraft. As a naval aviator applicant, you must score a minimum of three on each test. Although the naval flight officer will take both tests, he need only score a minimum of three on the test which shows his suitability for flight duty.

If you have taken these tests with-

All-Navy Cartoon Contest  
G. T. Loftis, SF1, USN



"But, Sir, if I make this cruise I'll lose my part-time job!"

in the past 12 months, you cannot take them now.

Once you have completed your physical and taken the aptitude tests, and you are still in the running, your chances of being accepted for flight training are quite good. You may be heading for Pensacola, Fla., for training as a naval aviator or naval flight officer.

Upon completion of the training,

you will be required to serve three and one-half years of active duty.

For more information, see BuPers Inst. 1520.20C.

### Check the Latest in Correspondence Courses

Five new correspondence courses recently became available through the Naval Correspondence Course Center, Scotia, N. Y. 12302.

- *ECC Instrumentman 1 and C*, NavPers 91385-1 (supersedes NavPers 91385-B and NavPers 91384-B).

- *ECC Aerographers Mate 1 and C*, NavPers 91603-1 (supersedes NavPers 91602 and NavPers 91603).

- *ECC Enlisted Transfer Manual*, NavPers 91423-1 (supersedes NavPers 91423-A).

- *OCC Engineering Duty Officer (General)*, NavPers 10939-B (supersedes NavPers 10939-A, NavPers 10940-3 and NavPers 10941-A1).

- *OCC Naval Airborne Ordnance*, NavPers 10964-A (supersedes NavPers 10964-3).

## Regulations for Dispensing Drugs to Navy Dependents

THE MAY ISSUE of ALL HANDS carried a roundup on medical benefits available to Navy dependents and retirees in which the conditions surrounding these benefits were discussed, as well as the benefits themselves. Since that time, requests have been received for amplification on the subject of prescriptions for Navy dependents.

Earlier this year, the Secretary of the Navy issued SecNav Inst. 6320.14 on the subject of Navy drug and prescription service for eligible dependents. The SecNav Instruction is quoted here:

*"The dispensing of drugs is an integral part of outpatient treatment. Therefore it is subject to the same regulations and considerations as apply to patient eligibility, priority and to the availability of space, facilities and capabilities of the medical staff.*

*"When an eligible patient is accepted at one of our medical facilities providing outpatient treatment, the necessary drugs to support this treatment will be dispensed at no expense to the individual.*

*"In respect to prescriptions written by licensed civilian physicians, these may be filled, particularly for those items carried in stock, if dosage*

*and amounts are reasonable. This service will not include prescriptions for narcotics.*

*"Under ordinary circumstances drugs will not be dispensed through the mail.*

*"All of the above are subject to professional considerations and limitations as promulgated in BuMed Directives."*

THE INSTRUCTION leaves no doubt that Navy dependents who are accepted as patients at Navy medical facilities are entitled to receive, free of charge, the drugs necessary to support their treatment. Thus, as the Instruction states, pharmacies are obliged to supply the drugs prescribed by Navy physicians at Navy outpatient facilities. However, dependents being cared for by licensed civilian physicians may have prescriptions, written by that physician, filled if the dosage and amount prescribed is reasonable—particularly if the requested item is in stock.

Needless to say, pharmacy personnel will be happy to supply a prescribed drug immediately if it is in stock. If the prescribed drug is not in stock it will be obtained, but this can result in some delay in filling the prescription.

BuMed says dependents can probably save themselves considerable frustration in the matter of prescriptions if they recognize some of the problems which are sometimes involved.

Navy dependents, for example, may wonder why a pharmacy would not stock certain drugs. A stroll through a civilian pharmaceutical warehouse would undoubtedly give them the answer.

There are literally hundreds of brand names for drugs, and many new ones appear on the market each year. A medical officer will at times prescribe a drug by its brand name rather than its generic name. When a prescription is presented to a pharmacy it must be filled exactly as the physician orders. Since it is practically impossible to keep all brand names in stock, the pharmacy may not be able to service some prescriptions immediately.

Persons eligible to use Navy pharmacies should not expect to have their prescriptions filled by mail except under extraordinary circumstances, nor should they expect Navy pharmacies to fill prescriptions for narcotic drugs prescribed by civilian physicians.



## Ground Rules Are Set Up for Flight Deck Hazardous Duty Pay

**N**OW THAT FLIGHT DECK hazardous duty pay has been authorized by Congress, ground rules have been set up to determine who will receive the extra \$\$\$.

Here are a few points worth noting:

- Eligibility is based essentially on the type of work performed.

- Individuals otherwise eligible to receive FDHDP must qualify for it on a month-to-month basis.

- There is a limit on the number of ship's company and squadron personnel who may receive FDHDP each month.

- FDHDP will not be granted to individuals who are receiving other hazardous duty pay.

Accompanying this item is a list of officer and enlisted billets which qualify for the \$110 (officer) and \$55 (enlisted) award, because these jobs require frequent and regular participation in flight operations. All

men filling these billets will henceforth be formally ordered to such duty by their CO. Commands have prepared orders effective on or after 1 Sep 1965 for men serving in or reporting to the billets listed. This formality fulfills a requirement set forth by law.

So, unless you are actually ordered to duty in one of these billets, you cannot qualify for FDHDP.

Furthermore, though you are assigned in one of these billets, you must actually participate in flight deck operations for a minimum of four days or the equivalent of four days of flight operations to receive the extra pay in any given month.

Flight operations is defined as the period during which launch and recovery of aircraft is in progress, and a "day" of operations is computed on the basis of 40 launches, recoveries, or any combination of 40 launches and recoveries aboard ship.

Any single day, or combination of days during a calendar month, on which the number of aircraft launched and/or recovered totals 160 shall constitute the equivalent of four days of flight operations.

Participation is defined as presence at an assigned station in a flight deck hazardous duty billet (FDHDB) on the flight deck of a CVA/CVS during flight operations.

Monthly quotas have been established for different classes of carriers and air units. The total number of ship's company officers and enlisted men who may receive FDHDP each month on each type carrier is:

Class/type	Officers	Enlisted
CVAN 65	4	250
CVA 59	4	250
CVA 41	4	230
CVA 19	4	205
CVS	4	160
*CVS(T)	3	130

Officers and enlisted men on training duty are entitled to FDHDP under the same conditions as members on active duty.

\*Training Carrier—currently USS Lexington (CVS-16)

### If Your Billet Is Listed Below You May Qualify

#### OFFICER BILLETS

Flight deck officer	Flight deck boatswain
Assistant flight deck officer	Aircraft ordnance officer
Catapult officer	Aircraft fuels officer
Assistant catapult officer(s)	Assistant aircraft fuels officer
Arresting gear officer(s)	Squadron maintenance officer/assistant
Landing signal officer(s)	

#### ENLISTED BILLETS

Flight deck CPO	Fuel crew leaders
Flight deck PO	Fueling crewmen
Line supervisors	Fuel checkers
Plane captains	Fuel crewmen (talkers)
Helo detachment POIC	Fuel crewmen (CO2)
Helo plane captains	Ordnance fuzing/arming/checkers
Aviation fuels CPO	Ordnance safety POs
Aviation fuels PO	LOX crew
Arresting gear CPO	Flight deck crash and salvage crew
Arresting gear flight deck PO	Crash crane operator
Catapult CPO	Asbestos suit men
Crash and salvage crew leader	Tractor king
Catapult spotters	Tractor drivers
Deck edge cat operators	Elevator operators
Bridle runners	Deck edge operators/talkers
Bridle hook-up and holdback men	Fly I PO
Directors	Fly II PO
Assistant directors	Fly III PO
Catapult safety PO	Fly I talker
Catapult safety observers (catwalk)	Fly II talker
Jet blast deflector operators	Fly III talker
Plane handling crewmen	Mobile electrical power plants operator
Hook runners	Deck edge power, electrical (aircraft start)
Maintenance coordinators	Weight checkers
Engine mechanical troubleshooters	Van Zelm spotters/runners
Metalsmith troubleshooters	Van Zelm deck edge operators
Electrical troubleshooters	LSO talker
Electronics troubleshooters	LSO spotter
ASW technician troubleshooters	Flight deck photographers
Helo checker troubleshooters	Hospital corpsmen

Following is a table showing the number of officers and enlisted men assigned to aviation units who may be authorized to draw FDHDP when operating from a carrier. The quotas are based on the standard number of aircraft listed for each type unit. If the number of aircraft in any given unit is greater or less than the number indicated, the enlisted quota is adjusted by the ratio of a one-and-one-half-man increase or decrease per plane. The officer quota does not change.

Type Squadron/ detachment	Standard Number of Aircraft	Monthly Quota Off.	Enl.
F-8	12	1	31
F-4	12	1	31
A-4/-A-7	14	1	34
A-1	12	1	29
A-3	12	1	32
A-3	9	1	27
A-3/RA-3/EA-3	3	0	12
RA-5	6	1	21
A-6	9	1	27
E-1	4	0	12
E-2	4	1	16
RF-8	3	0	10
SH-3	16	1	31
S-2	10	1	23
EA-1	3	0	9
UH-2	3	0	8
VSF (A-4)	4	0	12
Staff CVW/CVG	0	1	2

Additionally, men deploying with

replacement carrier air wings and replacement ASW air groups will be authorized to draw FDHDP as specified by cognizant type commanders. In this category, monthly payments can be awarded to as many as five officers and 100 enlisted men in AirPac, and five officers and 85 enlisted in AirLant.

Many men will already be receiving the new payment by the time this issue is off the press.

## Opportunities in NESEP Open New Horizons for Young Petty Officers

Candidates for the Navy Enlisted Scientific Education Program are rainbow chasers, and they are perhaps closer to finding the pot of gold than any of their contemporaries. Those who are accepted in the program can feel confident that they have found that long-sought treasure.

Enough cannot be said about NESEP. Although these pages have carried many reports about it, application time is again at hand. Another reminder is in order.

NESEP is a college training program for outstanding petty officers on active duty, leading to appointment to commissioned grade and a career as an unrestricted line officer. It provides four years of uninterrupted college education in some of the nation's most reputable institutions, during which the students draw full pay and allowances.

Applications for the coming school year (1966) should have reached the Chief of Naval Personnel by now. If you are eligible and have applied, take this opportunity to review other requirements you must satisfy, and to renew your determination for success.

If you are eligible or potentially eligible and have not applied, learn all you can about NESEP right now, and resolve that you will not allow such an extraordinary opportunity to pass you by without taking a crack at it. Then roll up your sleeves.

To be eligible, you must:

- Be a citizen of the United States.
- Be enlisted in the Regular Navy or in the Naval Reserve on active duty (includes TARs), with at least one year in service (other than school) prior to application.
- Be serving in pay grade E-4 or above on the application deadline

(now set as next October 1st). It's not too early to get started.

- Be 21 but not 25 by 1 July of the year selected. (Waiver of maximum age may be granted on the basis of one year for each year of fully transferable college credits.)
- Be a high school graduate or equivalent with at least three years of high school.
- Have a combined GCT/ARI score of at least 118.
- Meet physical standards of officer candidates.
- Have a clear disciplinary record for two years preceding 1 July of the calendar year in which application is made.
- Meet the high standards of character, patriotism, sense of duty, personal conduct and financial re-

sponsibility required of a prospective officer.

- Be recommended by your commanding officer.

Men and women are eligible, whether married or single.

The applications of all fully qualified NESEP candidates will be considered in January each year by a selection board convened by the Chief of Naval Personnel.

Those selected are designated as provisionally selected candidates and ordered to a nine-week cram course at Naval Preparatory School. Upon satisfactory completion of prep school and acceptance at a NESEP college or university, candidates are ordered to school and become full-fledged NESEP students.

Then begin regular academic sessions.

Upon receipt of a baccalaureate degree, NESEP graduates are ordered to officer candidate school—the final step before donning gold braid.

Full details of the program are contained in BuPers Inst. 1510.691, including sample application letters. See your personnelman for what may be your chance of a lifetime.

## Fame and Fortune Await The Photogenic Eye

The U. S. Naval Institute has extended an invitation to all photographers to submit entries for its Maritime Photo Contest.

The contest will remain open through 31 Dec 1965. At that time, the photographs will be judged and a prize of \$100 will be awarded to each of 10 winners.

There are no qualifying conditions for photographers entering the contest. The photographs, however, must have been taken either in 1964 or 1965. Contestants may enter as many photos as they desire—either in black and white prints or color transparencies. The minimum size for prints is five by seven inches and the minimum transparency size is 35mm. The contestant's name and address should be printed or typed on a separate sheet of paper and attached to the back of each print or appear on the transparency mount.

Photographs which are not selected by the Naval Institute will be returned after the judging.

Entries may be mailed to the Photo Contest Editor, U. S. Naval Institute, Annapolis, Md., 21402.

## Handy with the Needle

Hand-sewn signal flags are about as common in the Navy today as whaleboat races. As a prominent TV comedian would say, "You can't hardly get them kind no more."

Except on USS *Kawishwi* (AO 146).

John Sevier, a signalman first class on this oiler, does a first class job of sewing his own.

It used to be an art. In the pre-World War II Navy many signalmen and quartermasters sewed their ships' signal flags. The idea of standard Navy issue cotton flags ordered through regular supply channels would have sent many an SM reeling about the signal bridge in a rage.

However, the tradition has slowly died.

Sevier claims his hand-made nylon flags are actually cheaper than Navy issue cotton ones, and they are superior in wear and use.

But Sevier's main interest is to preserve the



art. Using sewing skill he learned as a youngster, and a somewhat antiquated sewing machine, the lanky Tennessean has inspired several junior signalmen to take up sewing.

He hopes to needle many more into it.

—J. M. McDonough, JO1, USN



# Here's How You Can Make Those Travel Posters Come to Life

IT WOULD BE pretty nice if, when your transfer time came about, you could choose the route you wanted to take. For some time you may have wanted to see Europe, but you could never get enough leave or enough money for such a trip.

For example, let's say you are stationed in the Philippines, and you have just received orders for a tour of shore duty in Norfolk, Va.

This may be your chance to take your dream trip, and the Navy will pay for part of it.

Public law provides that when you, as a member of a uniformed service, are ordered to make a permanent change of station, you are entitled to transportation in kind for you and your dependents over the shortest usually traveled route (referred to as the direct route).

For instance, if you were stationed in the Philippines, your direct route to Norfolk would be from the Philippines to the West Coast, for a total cost to the government of \$182. From the West Coast, you would be provided with transportation (or a mileage allowance) to Norfolk.

But you could request "circuitous travel"—any route other than the established direct route—as long as the transportation provided you at government expense does not exceed the cost of the direct route which normally would have been provided. And let's say you want to go to Europe.

On the circuitous route, you would travel at government expense from the Philippines to New Delhi, India (\$76), and also from either Madrid, Spain, or Mildenhall, Eng-

land, to the East Coast port of entry (\$106). Therefore, your total cost of transportation at government expense comes to \$182, the maximum to which you are entitled.

This means that you would be required to obtain transportation from New Delhi to either Madrid or Mildenhall on your own initiative—either by commercial transportation or space available.

Had you taken the direct route, you would have had transportation (or received a mileage allowance) from the West Coast to Norfolk. But this money, which you can use only while traveling in the continental United States, cannot be used for overseas travel. Therefore, if you do choose the circuitous route, be sure you have the funds in case you should have to travel via commercial transportation.

In most cases concerning circuitous travel, you will be entitled to some space required travel either by Military Air Transport Service (MATS) or Military Sea Transportation Service (MSTS). This is required by law. In other words, you cannot substitute space available for space required, since this would deprive MATS (or MSTS) of the revenue due them.

(For those who may not know, "space required" and "space available" are terms describing two different methods of traveling by MATS or MSTS.)

Under *space required*, you travel under orders at government expense, and the Navy pays the carrier, either MATS or MSTS.)

(On the other hand, *space available* travel in MSTS or MATS is non-revenue traffic as far as they are concerned. This is space unassigned after all space required assignments have been made and which would otherwise be unused.)

However, this can work to your advantage. You don't have to pay for such transportation, and it is waiting for you—all you have to do is be there.

When contemplated on a space required basis, though, circuitous travel will impose an additional requirement. MATS or MSTS allocate space on all flights (or sailings) depending upon requirements. These requirements are based on the anticipated volume of travel over the normal, or

direct, route to your destination.

Therefore, arrangements must be made far enough in advance to permit the additional space to be obtained. And in order to do this, your command must make a reservation (in the case of this example) at either Madrid or Mildenhall at least 60 days in advance. Should you want circuitous travel, you would do well to start making preparations early.

But before you get carried away with making plans to see all the high points of Europe, check with your command to see whether or not you are eligible. Although such travel may be performed on any set of permanent change of station orders, there may be some local regulations in force that, for some reason, would prohibit such a trip.

Except where authority to grant permission to travel in a foreign country has been delegated to the local command, you must also obtain permission from the Chief of Naval Personnel to take leave outside the United States. There are some areas outside the continental limits in which travel may be performed without permission. A list of exceptions is contained in *BuPers Manual*, Article C-11107.

Also keep in mind that you will suffer should you be provided transportation at government expense in excess of that to which you are entitled. Your pay is then checked, and you may end up owing the government a rather large sum of money which, at the time, you cannot very well afford.

Check with your personnel office, and if you still have doubts, check with the nearest Navy activity that is

All-Navy Cartoon Contest  
W. R. Maul, CTCA, USN



"As a matter of fact we are the inspecting team . . . but how did you know?"

All-Navy Cartoon Contest  
R. W. Cleland, YN3, USN



"Hey, Boat's, where's the poop deck? I'm tired!"

likely to know about personnel transportation or with the Bureau of Naval Personnel.

BuPers Inst. 4650.15, *BuPers Manual* and *Joint Travel Regulations* have the basic information.

### List of New Motion Pictures Available to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*Dear Brigitte* (2998) (C) (WS): Comedy; James Stewart, Brigitte Bardot.

*Brainstorm* (2999) (WS): Jeff Hunter, Anne Francis.

*Taffy and the Jungle Hunter* (3000) (C): Adventure Drama; Jacques Bergerac, Manual Padula.

*I Saw What You Did* (3001): Joan Crawford, John Ireland.

*Big Heat* (3002): Glenn Ford, Gloria Grahame (Re-issue).

*Kiss of Fire* (3003): Jack Palance, Barbara Rush (Re-issue).

*Cheyenne Autumn* (3004) (C) (WS): Adventure Drama; James Stewart, Richard Widmark.

*Bus Riley's Back in Town* (3005) (C): Drama; Ann Margret, Michael Parks.

*Fluffy* (3006) (C): Tony Randall, Shirley Jones.

*Mirage* (3007): Suspense Drama; Gregory Peck, Diane Baker.

*Kiss of Death* (3008): Victor Mature, Coleen Gray (Re-issue).

*Jesse James* (3009): Tyrone Power, Nancy Kelly (Re-issue).

*Battle of Villa Fiorita* (3010) (C) (WS): Drama; Maureen O'Hara, Rossano Brazzi.

*Kimberley Jim* (3011) (C) (WS): Drama; Jim Reeves, Madeleine Usher.

*Masquerade* (3012) (C): Comedy; Cliff Robertson, Marisa Mell.

*Die, Die, My Darling* (3013) (C): Melodrama; Tallulah Bankhead, Stefanie Powers.

*Hell Below Zero* (3014): Alan Ladd, Joan Tetzl (Re-issue).

*Taza, Son of Cochise* (3015): Rock Hudson, Barbara Rush (Re-issue).

*Tickle Me* (3016) (C) (WS):

Musical; Elvis Presley, Julie Adams. *Marriage Italian Style* (3017) (C): Drama; Sophia Loren, Marcello Mastroianni.

*That Funny Feeling* (3018) (C): Comedy; Sandra Dee, Bobby Darin.

*Black Invaders* (3019): Drama; Amedeo Nazzari, Danielle De Metz.

*Tin Pan Alley* (3020): Alice Faye, Betty Grable (Re-issue).

*Chief Crazy Horse* (3021): Victor Mature, Suzan Ball (Re-issue).

*The Secret Seven* (3022) (C) (WS): Adventure Drama; Tony Russel, Helga Line.

*Town Tamer* (3023) (C) (WS): Action Drama; Dana Andrews, Terry Moore.

*Cat Ballou* (3024) (C): Comedy Western; Jane Fonda, Lee Marvin.

*War Gods of Babylon* (3025): Howard Duff, Jackie Lane.

*The Great McGinty* (3026): Muriel Angelus, Brian Donlevy (Re-issue).

*The Purple Mask* (3027): Drama; Tony Curtis, Coleen Miller (Re-issue).

### DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

#### Alnavs

No. 52—Discussed revised accounting procedures.

No. 53—Announced change in

All-Navy Cartoon Contest  
W. R. Maul, CTC, USN



"He's awfully convincing . . ."

convening dates for captain and commander selection boards.

No. 54—Advised disbursing officers of date of availability of certain pay tables.

No. 55—Announced approval by the Secretary of the Navy, for the President of the report of the selection board that recommended Marine Corps officers for temporary promotion to the grade of lieutenant colonel.

No. 56—Established criteria for payment of flight deck hazardous duty pay.

No. 57—Provided for the payment of unused leave of personnel who die on active duty.

No. 58—Announced approval by the Secretary of the Navy, for the President, of the reports of the selection boards that recommended certain staff corps officers on active duty for promotion to the grade of captain.

No. 59—Announced approval by the Secretary of the Navy, for the President, of the report of selection boards which recommended line officers for temporary promotion to the grade of commander.

No. 60—The period from 27 September to 26 November designated as open season on waste by the Secretary of the Navy.

No. 61—Urged commanding officers to encourage those qualified and who have career potential to apply for the NESEP program.

No. 63—Announced approval by the Secretary of the Navy, for the President, of the reports of selection boards that recommended USN staff corps officers on active duty for promotion to the grades of captain and commander.

No. 62—Announced approval by the Secretary of the Navy, for the President, of the report of a selection board which recommended Nurse Corps officers for temporary promotion to the grade of commander.

No. 64—Required the suspension from issue and use of certain toxoids and vaccines.

### Instructions

No. 1520.97—Discusses the undergraduate program and sets forth the procedures for application.

No. 1630.4—Directs that commanding officers make fullest use of available government messing and berthing facilities by personnel assigned to temporary shore patrol.



## A Whole Shipload of Films Awaits the Knowledgeable Navyman

**A** PICTURE IS WORTH a thousand words, and motion pictures can save many thousands of words of instruction for training purposes.

The Navy maintains vast libraries of training films, on almost every subject imaginable. These films can be beneficially worked into command training and leadership programs.

The index of Navy films could not of course be printed in its entirety since the list alone would take up a couple of issues of *ALL HANDS*. However, following are listed general categories of some representative films released since 1957, including the titles of certain films of general interest in some categories.

This list is only indicative of the

type of films available, primarily as an aid in training and for division officers and leading chiefs. All sorts of special and technical titles are also available. Consult your nearest Navy film library for more details.

Film libraries have been established in each naval district, at various major air stations, at selected Marine Corps bases, and at overseas activities, to furnish all films required for internal use by the Navy and Marine Corps, afloat and ashore.

Navy aviation activities should apply to the nearest aviation film library. The remaining shore-based activities and all forces should apply to the appropriate naval district training aids section or overseas library.

These libraries normally provide films from local stocks, and procure necessary replacements through established channels.

Additional ordering procedures are outlined in OpNav Inst. P3150.6C, *Manual of Naval Photography*, chapter 10.

Training films are provided to all Navy activities without charge to appropriated funds; therefore, Navy standard requisition forms are not used for requesting films.

All the following are unclassified. A more comprehensive listing is contained in *NavPers 10000-A, U. S. Navy Films Catalog (July 1957)*, and *NavWeps 10-1-772, Cumulative Supplement to U. S. Navy Films Catalog*.

### METEOROLOGY

Several titles are available for the trainee and technical specialists.

### AMPHIBIOUS OPERATIONS (Also Includes UDT)

Several titles available, from history and development standpoint to more technical subjects.

### CHEMICAL, BIOLOGICAL AND RADIOLOGICAL WARFARE

*Decontaminating Procedures for Toxic Chemical Agents: MA-5538A2* (23 minutes, B&W, sound). Decontaminating agents, methods and procedures for decontaminating terrain, structures, vehicles and personal equipment.

*ABC Warfare—Introduction: MN-7984A2* (16 minutes, B&W, sound). Shelter, equipment and training which make up a disaster control program.

*ABC Warfare Defense Ashore—Radiological Decontamination of Personnel and Equipment: MN-79840* (11 minutes, B&W, sound). Proper procedures for decontaminating personnel and equipment after an atomic attack.

*Recognition of Nuclear Explosions: MV-8628* (15 minutes, color, sound). Characteristics of each type of nuclear explosion.

*The Mission Support During Radioactive Fallout—Disaster Control: MV-8651* (23 minutes, B&W, sound). How to prepare base defense plan.

*Individual Protection Against Atomic Attack: MA-8741B* (25 minutes, B&W, sound). Effects of atomic explosions, blast, heat and nuclear radiation are explained.

*Fallout—When and How to Protect Yourself Against It: MG-8745* (15 minutes, color, sound). Illustrates cause and effects of radioactive fallout.

*Nuclear Defense at Sea: MN-8968* (35 minutes, color, sound). Radiological defense and damage control measures taken before, during and after attacks.

Considerably more titles available in this category.

### MANAGEMENT ENGINEERING (Computers and Data Systems)

Numerous films on automatic data processing.

### AVIATION

Titles available in the following sub-categories: *Aerodynamics; Aircraft Electronics; Aircraft Engines and Accessories; Aircraft Familiarization and Operation; Aircraft Gunnery and Weapons Training; Aircraft Maintenance and Servicing; All-Weather Flight, Instruments, Landing Aids and Navigation; Carrier Operations and Installations; Flight Safety and Air-Sea Rescue; and Helicopter Operation and Maintenance.*

### CAMOUFLAGE (MILITARY OPERATIONS)

Tactical, for specialists in this field.

### COLD WEATHER OPERATIONS

*Prevention of Cold Injuries: MA-8851* (20 minutes, B&W, sound).

Nature and symptoms of cold injuries in combat and how to prevent them.

Many other titles available, including films of Navy operations in polar regions.

### COMBAT INFORMATION CONTROL CENTER

Technical, for trainees and personnel in this field.

### COMMUNICATIONS

Several technical films.

### SHIPS AND BOATS

*Damage Control: MN-4920D2* (16 minutes, B&W, sound). Responsibility of all crew members to be thorough and cautious in the investigation of damage.

*Damage Control—The High Capacity Foam System: MN-6931D* (18 minutes, B&W, sound). Demonstrates what it is, how it is activated, operation of the system and how it is secured.

*Damage Control—Material Condition of Readiness: MN-9537A* (19 minutes, B&W, sound). Meaning is explained, along with damage control readiness.

Other titles available in *Ships and Boats, Damage Control* and *Reserve Fleet Activation and Preservation*.

### ELECTRICAL POWER EQUIPMENT AND ELECTRONICS

Technical film on power equipment, electrical circuits, electronics, electricity and magnetism.

### ENGINES

Titles available in the following sub-categories: *Diesel; Electrical; (Including Automotive Vehicles); and Steam.*

### SAFETY AND ACCIDENTS

*Damage Control—Shipboard Fire Protection and Fire Prevention: MN-6931E* (16 minutes, B&W, sound). Proper methods and available equipment for shipboard fire prevention.

*Damage Control—Shipboard Fire Fighting (Basic): MN-6931F* (15 minutes, B&W, sound). Fire fighting techniques required in various potential shipboard fire situations.

*Damage Control—Fire Fighting Aboard Aircraft Carriers: MN-6931G* (13 minutes, B&W, sound). Techniques and equipment for fire prevention and fire fighting aboard carriers.

*Fire Fighting—The Nature of Fire: MN-8330A* (13 minutes, color, sound). How fire can be controlled by elimination of one of its essential elements.

*Fire Prevention—Know Your Fire Hazards: MN-8330B* (18 minutes, color, sound). Fire characteristics of certain materials.

Other titles available.

### SECURITY AND DEFENSE

General and technical films are available.

## HISTORY—MILITARY

*History of the U.S. Navy—The Civil War—Parts I & II:* FN-6943E/FN-6943F (each 19 minutes, color, sound).

*Navy Decline, The New Navy and the War with Spain (1865-1898):* FN-6943G (20 minutes, color, sound). Traces decline of the Navy following the Civil War, and the subsequent buildup.

*Naval Aviation—The Weapon is Conceived:* MN-8414-A (30 minutes, B&W, sound). Naval aviation from its development to World War I.

*Naval Aviation—The Weapon is Tested:* MN-8414B (28 minutes, B&W, sound). Development and growth during World War I.

*Naval Aviation—The Weapon is Developed:* MN-8414C (30 minutes, B&W, sound). Covers development of naval aviation during the period from 1918 to 1930.

## HISTORY AND CURRENT EVENTS

*Communism:* MA-6962E (25 minutes, B&W, sound). Covers communist history starting with Marx, and shows revolution in Russia. Explains front organizations in U.S. to achieve communistic objectives.

*My Country 'Tis of Thee:* MC-6962N (21 minutes, color, sound). Presents a panorama of American history showing many scenes of outstanding political, military and industrial interest, from the landing of the Pilgrims to and including the Cold War with Russia.

*The Communist Weapons of Allure:* MA-6962BW (36 minutes, B&W, sound). Methods used by communists to gain converts.

*Communist Blueprint for Conquest:* MA-6962BX (33 minutes, B&W, sound). Methods and techniques used by the communists to seize power in a country.

*Your Congressman at Work:* MA-6962CA (20 minutes, color, sound). A typical day in the life of a member of Congress.

*A Motion Picture History of the Korean War:* MD-6962CG (58 minutes, B&W, sound). Documentary on the Korean War showing the fighting and problems encountered by American and United Nations Forces during the major phases of the battle.

*Why NATO?:* MD-6962CK (27 minutes, B&W, sound). Purpose and development of NATO.

*The Code—The U.S. Fighting Man's Code of Conduct:* MD-6962CM (29 minutes, B&W, sound). Conditions involving surrender; action to take if captured; conduct as a prisoner of war; resisting enemy interrogation; and the responsibilities of the American fighting man and his dedication to the principles which made and have kept his country free.

*The Challenge of Ideas:* MD-6962CU (30 minutes, B&W, sound). An appraisal of the great contest of our times between the Democratic and communist way of life.

*The Significant Years:* MD-6962CY (25 minutes, B&W, sound). Highlights the depression; the rise of fascism; the expansion policy of Japan, Italy and Germany; World War II; peacetime reconversion; post-war political and economic climate; tensions between world powers and lesser nations; nuclear developments; and space research.

*The Anatomy of Aggression:* MD-6962DE (27 minutes, B&W, sound). Appraises the pattern of communist aggression in both the Eastern and Western hemispheres since World War II.

*Communist Target—Youth:* MD-6962DM (34 minutes, B&W, sound). Explains the techniques and methods used by the communists to gain and wield control over the young people of the world.

*Road to the Wall:* MD-6962DP (33 minutes, B&W, sound). Report on the phenomena of communism in modern times.

*The Third Challenge—Unconventional Warfare:* MD-6962DT (45 minutes, B&W, sound). Deals with the communist technique of unconventional warfare.

*Counterinsurgency:* MA-9832 (21 minutes, B&W, sound). The nature, causes and history of insurgency since 1943 are reviewed. The positive nature, scope and military-civilian teamwork of the U.S. counterinsurgency program in foreign countries are described.

*The Village That Refuses to Die:* MC-9833 (54 minutes, B&W, sound). This is a documentary on the work of Father Nguyen Lac Hoa at Binh Hung, South Vietnam.

## SEA POWER

*Sea Power—The Navy in the Missile Age:* MN-8526 (30 minutes, color, sound). The necessity of protecting the world's shipping lanes is brought out with brief allusions to the historical significance of maritime commerce.

*Sea Power—Attack in Asia:* MN-8527 (18 minutes, color, sound). This

hypothetical war situation in the Bay of Bengal shows the mobility of the Seventh Fleet in reaching the trouble spot, and its ability to fight with a broad spectrum of weapons.

*Sea Power—The Sixth Fleet, Force for Peace:* MN-8529 (56 minutes, color, sound). A story of the Sixth Fleet in action patrolling the Mediterranean frontiers of freedom.

*Launch All Aircraft:* MN-8530 (15 minutes, color, sound). Depicts hypothetical war situation in the Mediterranean area.

*Rig for Ultra Quiet:* MN-8531 (17 minutes, color, sound). A hypothetical war situation depicts the versatility of the modern submarine.

*Challenge from Below:* MN-8532 (17 minutes, color, sound). A non-nuclear hypothetical war shows the tremendous import of the red submarine menace.

*Amphibious Assault:* MN-8533 (14 minutes, color, sound). A presentation of the roles and missions of both minelaying and mine countermeasures, and their strategic significance.

*Seabees in Action:* MN-8535 (14 minutes, color, sound). Shows the fighting Seabees in support of an amphibious operation in a hypothetical conflict.

*Mobile Support:* MN-8536 (16 minutes, color, sound). The importance of replenishing naval forces at sea through advanced bases and the underway replenishment system is emphasized.

*The Lifelines of Freedom:* MN-8537 (28 minutes, color, sound). Describes how the U.S. Navy today has more jobs to do, of greater variety, in more scattered areas, of more immediate impact on world affairs, and involving more nations, than ever before in history.

*The Lifeblood of Sea Power:* MN-8538 (15 minutes, color, sound). Story of the Supply Corps, the organization and methods of operation of the Corps.

*Man and the FBM:* MN-9400B (28 minutes, color, sound). Story of the Fleet ballistic missile submarine and the recruitment and training of the men who operate it.

Other films also available.

## INSPECTION OF MATERIAL

Selected films on wood and plastic preservation.

## TRAINING

*Teaching by Guided Discussion:* MV-8855 (21 minutes, B&W, sound). Demonstrates the technique of teaching by the guided discussion method.

*Effective Briefing:* MV-9564 (24 minutes, color, sound). Demonstrates and teaches how to plan, organize, prepare, rehearse and deliver staff and command briefings.

## SECURITY

*Security—Your Personal Responsibility:* MN-8242 (16 minutes, B&W, sound). Situations where security leaks can occur, both in civilian situations and aboard ship.

*The Daily Enemy:* MA-9545B (14 minutes, color, sound). Shows how loyal, conscientious personnel working on classified defense contracts jeopardize security by playing into the hands of carelessness.

Considerably more titles available in this category.

## INDUSTRIAL EQUIPMENT AND TOOLS

Titles cover welding, soldering, fabrication and tempering of steel, etc.

## CARTOGRAPHY

Titles cover map reading, beach intelligence and topographic surveying.

## MEDICINE AND SURGERY

Some general interest films, including the following:

*First Aid for the Injured—Introduction:* MN-8180 (17 minutes, color, sound). How basic first aid procedures fit into the Navy system of examination and treatment of the injured.

*First Aid for Asphyxia:* MN-8181 (22 minutes, color, sound). Describes what asphyxia is and lists the conditions that can cause it and how to treat it.

*First Aid for Bleeding:* MN-8182 (20 minutes, color, sound). Shows how to recognize the three types of bleeding and how to treat each.

*First Aid for Burns:* MN-8185 (21 minutes, color, sound). Shows how to relieve pain, prevent or treat shock and prevent infection on burn victims.

Many other titles available in the sub-categories of *Aviation Medicine; Communicable Diseases; Dentistry and Dental Health; First Aid;*



## THE BULLETIN BOARD

General Health, Hygiene and Sanitation; General Medicine; Hospital Corps Training; Mental Health and Rehabilitation; and Surgery.

### MEDICARE

*Medicare*: MD-6962CF2 (23 minutes, B&W, sound). Medical care program established for dependents of servicemen.

### MILITARY COURTESY, CUSTOMS

*Minding Your Own Business*: MN-5321H (18 minutes, B&W, sound). Shows how an enlisted man can become an asset to himself as well as to the Navy if he will learn to get along with his shipmates.

*Good Manners in Uniform*: MN-7898A (14 minutes, B&W, sound). Compares military courtesy to civilian courtesy and shows the correct military courtesy to exchange in many everyday situations.

*Shipboard Organization*: MN-8422 (16 minutes, B&W, sound). Shows the administrative, watch, battle organizations and ship's bills on an aircraft carrier.

*Effective Naval Leadership—The Challenge of General Order 21*: MN-8829 (25 minutes, color, sound). Introduces the need for new emphasis on naval leadership and provides guidelines for action programs.

### LEADERSHIP

*Five Steps to Effective Naval Leadership*: FN-8829K (15 minutes, color, sound). Provides a dramatic visual portrayal of principles of leadership occurring in naval situations.

*Leadership in Combat Series*: MA-9855 (A through O). Each film of the series presents a problem leading to a discussion by the viewers. Solutions to the problems and identification of leadership principles involved will develop from the discussions.

Other leadership films are also available in this category.

### MILITARY OPERATIONS

*Resist*: MA-8962 (29 minutes, B&W, sound). Based on actual experiences of a prisoner of war in Korea. This film is designed to teach military personnel the methods used by the enemy to indoctrinate POWs, and the ways in which captured men can resist communist collaboration.

### MILITARY POLICE AND GUARD DUTY

Several titles available, and all are suitable for permanent shore patrol assignees.

### NAVIGATION AND GUIDANCE

Films on gyro compasses and rules of the road for land/sea/air.

### OPTICAL EQUIPMENT

Technical.

### GUNS/GUIDED MISSILES/ROCKETS

Numerous films in the following sub-categories: *Ammunition; Explosives; Fuses and Mines; Bombs and Bomb Equipment; Fire Control; Guided Missiles and Rockets and Target Drones; Gunnery and Marksmanship; Side Arms to 20mm; 20mm to 3"/50 cal.; 3"/50 cal. and Larger; and Torpedoes.*

### PHOTOGRAPHY

Films on shooting and darkroom procedures.

### RADAR

Many technical films.

### RECOGNITION

Many films on recognition of U. S., British and Russian planes and watercraft.

### NAVAL HISTORY (see also under other categories)

*Sub Killers*: MC-9614 (28 minutes, B&W, sound). The story of the Atlantic Fleet's antisubmarine operations, from Task Group Alfa.

*Story of Naval Aviation*: MN-9633 (28 minutes, B&W, sound). Covers the development of naval aviation from 1911 to 1961.

*The One That Got Away*: MA-9661H (30 minutes, B&W, sound). Stresses the idea that officers and NCOs set the example as leaders, and that their skill in human relations is very important in encouraging reenlistment.

*Cold War Call-up*: MN-9783 (28 minutes, B&W, sound). A documentary on the Selected Naval Reserve.

Many other titles available in this category.

### RELIGION

Many titles dealing with the church and human relations.

### RESEARCH AND DEVELOPMENT

*Hydrofoil Craft—Principles and Representative Experimental Craft*: MN-8391 (9 minutes, color, sound). Shows the principles of hydrofoil and details of the Navy's research and development program.

*Behind the Hardware*: MN-8693 (29 minutes, color, sound). (For official use only). Shows how the Naval Ordnance Laboratory at White Oak, Md., carries out its mission of research, development and testing of ordnance materials.

Many other titles available in this category, mostly of a technical nature.

### SAFETY AND ACCIDENTS

*Safety on the Job at Sea*: MN-8639 (16 minutes, B&W, sound). Shows organization for shipboard safety, how shipboard accidents can occur, accident prevention afloat, and emphasizes the importance of crew safety consciousness.

*Death on the Highway*: MC-9463 (18 minutes, color, sound). Dramatically presents actual automobile accidents that have just happened, and points out that they are the result of poor driving habits and inattention to road conditions. It emphasizes defensive driving and safety.

*Nightmare for the Bold*: (MV-9643 (53 minutes, B&W, sound). The story of a man who must learn to live with a lifetime of regret as the result of an auto accident. Because of his one careless moment behind the wheel of an auto, a life is snuffed out and two are maimed for life.

Other films available in this category.

### DECK SEAMANSHIP (Ships and Boats)

*Lifeboats: The CO2 Inflatable, Mark 3—Inspection and Repair*: MN-9291B (29 minutes, B&W, sound). Shows ship's personnel in the inspection and repair of the Mk. 3 boat. (Several films are available in this area).

### SONAR

Technical.

### SUBMARINES—PRINCIPLES AND TRAINING

Numerous general and technical films.

### MANAGEMENT ENGINEERING

Covers the subject of office management and human relations in a number of films.

### LOGISTICS AND SUPPLY

Many films available in the following sub-categories: *Disbursing, Mail and Records; Clothing and Equipment; Commissary and Food Preparation; and Logistics and Storage.*

### SURVIVAL

*Jungle Survival*: MV-8826 (36 minutes, color, sound). Shows various types of jungles and how four airmen find their way to safety and ultimate rescue.

*Survival in the North Temperate Regions—Living off the Land*: FN-9202A (14 minutes, color, sound). Explains how to survive under emergency conditions in the north temperate regions. Shows many little-known sources of food.

*Deep Sea Survival*: MV-9407 (27 minutes, color, sound). Factual stories of courage portray the violent conditions to be faced in survival at sea.

*Edible Plants of Field and Forest*: MC-9781 (20 minutes, color, sound). Describes the various edible and poisonous plants found in north temperate regions.

*Survival Stresses*: MV-9794A (30 minutes, color, sound). Discusses major physiological and psychological stresses that may be encountered by persons facing a survival situation in the Arctic and Antarctic, in the desert, in the tropics and on water.

Other titles available in this category.

### HISTORY/DOCUMENTATION

Recaps past battles, gives general tactical observations and practices, and covers a wide range of other topics.

# THE WORD

## Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

### • INVOLUNTARY EXTENSIONS—

In a recent message to the Fleet, the Chief of Naval Operations described Navymen's reactions to the involuntary extension measure as "most commendable."

Elaborating on the Navy's action requiring enlisted men to serve an additional four months beyond their normal separation date, and most officers an additional year, the CNO message explained that the Navy's most important need at present is for experienced men.

The number of men on active duty is being increased through the draft and through the increased voluntary enlistments. The demand for more experienced men on active duty can be met in two ways—by calling up Reserves or by retaining men already in service, who might otherwise be getting out.

Many years ago Congress recognized that the United States might be faced with a situation which is short of a declared war, yet one which required additional—and more specifically, well trained—personnel.

Consequently, a law passed in 1941 authorized the Secretary of the Navy to extend enlistments as required under such conditions as exist today. This law applied only to the naval service (Navy and Marines) and the Coast Guard. The other services are not covered by this law as they operate on tables of organization which are the same for peace and war.

It was felt in this instance that ex-

tensions of men on active duty would be the better course of action, since this process could be tailored to fit the specific need. In addition, the Naval Reserve would remain intact for a more serious emergency.

Thus, the involuntary extension measure is the best—if not the only—means by which the Navy may alleviate its critical shortage of skilled men in the face of mounting operational commitments.

What does the Navy gain by this extension?

It gains that all-important period during which several thousand draftees and volunteers may be trained to the point where they will be capable of replacing those men who would have normally been separated. That's all the Navy wants and needs.

This is not to suggest, of course, that a youngster fresh out of boot camp and "A" school will replace our trained petty officers. But it does mean that those senior men who will be separated in the future will provide for more promotion opportunities for seasoned personnel replaced by these recruits.

The plan is working. The Chief of Naval Operations expressed his belief that increased enlistments, plus resort to the draft, should enable the Navy to discontinue involuntary extensions by July 1966. This, of course, is barring any major adverse change in the international situation.

Until that time, the involuntary extension will have to fill the gap.

• **UNUSED LEAVE PAYMENT**—Effective 28 Aug 1965, lump sum payment for unused accrued leave will be made to survivors of military members who die on active duty.

Until that date, such payment was not authorized. But Congress passed Public Law 151 which adds the unused leave payment to survivors' benefits.

The payment will be computed in the same manner as when a member accepts cash payment for unused leave when reenlisting. Payment will be based on the number of days of unused accrued leave brought forward at the beginning of the leave year, plus any unused earned leave for the current leave year, computed to the date of death.

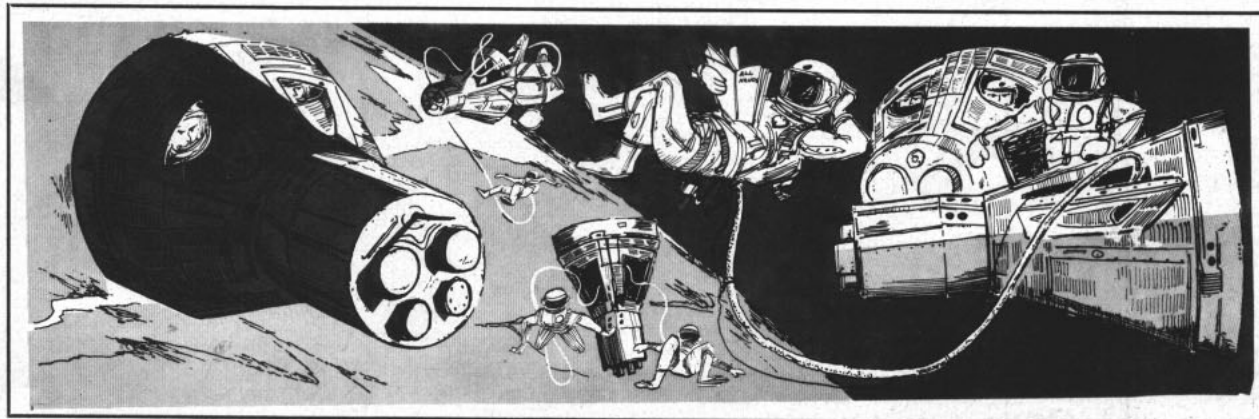
Payment will not be made for more than 60 days, as the law is written.

Because of the new law, disbursing officers are now required to forward a completed NavCompt Form 512 to the Navy Finance Center, Cleveland, Ohio, together with the unclosed pay record of the deceased member. The number of days of unused leave should be recorded on NavCompt Form 512.

SecNav Notice 7220 of 14 September made the announcement.

• **SUBSISTENCE IN NROTC**—Officers, who, this year, were commissioned through the Naval Reserve Officers Training Corps (NROTC) may have some money coming to them. The Internal Revenue Service has ruled that, from now on, subsistence allowances received by all NROTC students are not taxable.

This means that, if you were commissioned from the 1965 NROTC program, you can claim a refund for any tax which was withheld on your subsistence payments.



PASS IT ON—No matter where you are, remember there are nine other Navymen waiting for ALL HANDS Magazine.





# Battle of VELLA GULF

**G**UADALCANAL and Munda had fallen. Now it was time to push the enemy harder; to push on, through the Solomons and New Guinea, to Rabaul, bastion of Japanese forces in the South Pacific.

There were reasons for the air of cautious optimism. Other advances were taking place in Pacific allied headquarters. During the preceding 18 months, some U. S. Navy commanders were evolving naval tactics which would, they were sure, equal or surpass the effectiveness of the enemy. They were eager to try out these ideas, eager to go on the offensive. Commanders Frederick Moosbrugger and Arleigh Burke, encouraged by RADM Stanton Merrill, were confident that their destroyers, properly employed, could become much more effective weapons than they had been in the past.

Up to that time, destroyers had been used primarily as convoy protection, for shore bombardment, and as guards for the more valuable cruisers, battleships and aircraft carriers. Moosbrugger and Burke wanted to use their destroyer forces on independent duty, get in close to the enemy, release their torpedoes, and get out.

Merrill concurred. Between them, they had worked out offensive tactics on paper, then drilled their squadrons over and over again until they were able to perform complicated maneuvers in total darkness at more than 30 knots with a minimum of chit-chat.

The newly developed radar had made the big difference. It was now generally available to the Fleet and the Navy was learning to use it to advantage. By 1943 most U. S. combat vessels carried it and, in combination with radio, TBS, information from lookouts and

aircraft in a special room known as Combat Information Center, radar gave the commanding officer of each ship an invaluable picture of the over-all situation. Theoretically, it now made little difference whether ships operated in daylight or darkness. This was one technological advantage not enjoyed by the enemy.

**V**ELLA GULF was to be the laboratory in which these new developments were tested.

With the loss of Guadalcanal, the Japanese were faced with the delicate task of withdrawing from their relatively minor outposts with a minimum of loss and, at the same time, building up those strongposts which they felt could best be defended. It was the job of the Allies to cut these lines of communication, intercept the destroyers and landing barges which were evacuating the troops of the lesser posts, and neutralize those strongholds which remained.

Thus, when the Japanese realized that Guadalcanal must fall, they delayed evacuation until they could complete and fortify the airbase at Munda. The campaign against Munda gave them time to strengthen Bougainville. To properly reinforce Bougainville, it was necessary for the Japanese to evacuate Kolombangara and Vella Lavella.

In July 1943, two night battles—Kula Gulf and Kolombangara—were fought with these objectives in mind. Following established doctrine, results for the Americans were disappointing. Although they had proven themselves masters of the area during the day, they were never sure of control by night. At Kula Gulf,

uss *Helena* (CL 50) was lost; at Kolombangara, the cruisers *Honolulu* (CL 48) and *St. Louis* (CL 49) and the destroyer *Gwin* (DD 433) were casualties.

Now, in the early part of August, the men of the destroyer-and-torpedo school of thought were to have their opportunity.

As described here, the story is told exclusively through the action reports, made available through the courtesy of the Division of Naval History, slightly condensed and revised for easier reading. The first portion, submitted by Commander Task Force 31, gives the general picture as it existed before the action. Subsequent portions are based upon on-the-scene reports.

**T**HIS REPORT describes a highly successful operation in which a force of six U. S. destroyers sank an enemy force of four vessels, of which three are known to have been destroyers and the fourth is believed to have been a cruiser.\*

Destruction of these vessels, carrying a substantial number of troops was accomplished without loss of or damage to any U. S. ship and without the loss or wounding of a man.

From reports of vessels in the Rabaul area, it appeared that a Tokyo Express might run on the night of August 6th, presumably to reinforce the Kolombangara garrison with men and supplies. There were eight U. S. destroyers available in the Guadalcanal area. Of these, two were assigned to escort duty, but the remaining six were free to intercept the suspected enemy.

It was assumed that the enemy force would arrive at Vila at approximately midnight. His recent experience in the Kula Gulf might well lead him to avoid that approach and it appeared probable that he would take the more direct route through Vella Gulf and Blackett Strait. On either course, however, he could be intercepted by vessels placed to the northwestward of Kolombangara.

The usual route for our intercepting forces had been up the slot between New Georgia and Santa Isabel because of the shorter distance and the usually brief notice afforded of enemy approach. On this route, however, our forces had usually been detected by planes and possibly by Japanese coastwatchers or radar equipment.

In the present instance, our destroyers were sent to the southward of the New Georgia group and through Gizo Strait to arrive in Vella Gulf by 2330, in time to intercept the enemy force if inferences of his movements were correct.

This represents the first independent destroyer action in the South Pacific area. Because of the demand for escort duty for convoys to the forward areas and of the necessity of screening aircraft carriers, battleships and other task force dispositions, there had been little opportunity for destroyers to operate in formation, trained in squadron and division attacks.

Again, when night actions by cruiser task forces have been in prospect or have occurred, the usual formation has been a miniature fleet disposition, with destroyers ahead and astern as screens for the cruisers.

This formation, while protecting the cruisers from submarine attack, prevented independent and planned use by the destroyers of their major weapon, the tor-

\* After the war it was learned that the Japanese force had consisted of four destroyers. (No cruiser). Three of the DDs were destroyed. One escaped.—Ed.



COMBAT READINESS is shown as Navymen load shells.

pedo, except as a weapon of opportunity. The successful use of the torpedo in this engagement supplied a renewed emphasis on the value of destroyers as torpedo carriers, a value which has been somewhat neglected in recent years, with the attention concentrated on gun power.

In night action where surprise, aided by our superior radar, may be hoped for with some confidence, it would appear preferable to mass the destroyers as an attack unit ahead of the formation, with the cruisers in supporting distance.

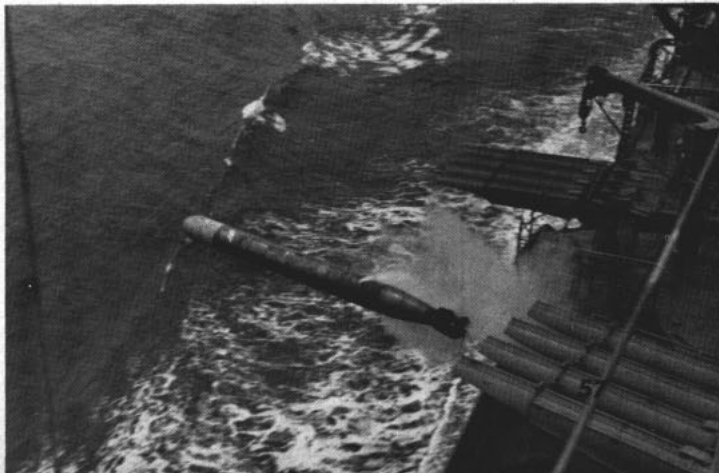
By such tactics an undiscovered torpedo attack, as in this instance, may be achieved with equally damaging results before gunfire has warned the enemy of our presence.

*Here's the story of the engagement as seen by the men of USS Craven (DD 382). The commanding officer of Craven, CDR Francis T. Williamson, speaks first.*

**D**ETAILED INFORMATION concerning enemy forces was not available. Previous experience of our PT boats had been that enemy barge movements were taking place in the southern part of Vella Gulf to coves along the southern coast of Kolombangara. In addition, an enemy heavy cruiser was reported to be in position to reach Vella Gulf by midnight.

The plan of the Task Group Commander, CDR Moosbrugger, was to approach from the south of Rendova Island, enter Vella Gulf at about 2200 and conduct sweeps along both shores of Vella Gulf until 0200, retiring down the slot.

TORPEDOES AWAY—Dunlap fires torpedoes in battle.







**EXPLOSIONS** light night sky as enemy suffers damage.

The force was organized into two divisions: A-1 consisting of *uss Dunlap* (DD 384), *Craven*, and *Maury* (DD 401); A-2 consisted of *Lang* (DD 399), *Stack* (DD 406) and *Sterett* (DD 407). In case of enemy contact on destroyers or larger, it was planned that Division A-1 would attack with torpedoes with Division A-2 creating a diversion by gunfire support. All ships were at general quarters.

At about 2330, *Dunlap* reported a radar contact at about 6000 yards. The contact persisted, and *Dunlap* believed it reliable but, as it could not be verified by any other ship, it was decided to regard it as a phantom contact.

A few minutes later, *Dunlap* again reported another radar contact on three ships at a distance of 19,000 yards. *Craven* also reported a similar contact at the same time. At 15,000 yards, the PPI scope showed that the contact consisted of four ships in column.

**T**HE TASK GROUP COMMANDER ordered Division A-1 to prepare to fire torpedoes. Radar Plot continued tracking; bearing designator on gun and torpedo directors had been cut in from the moment of contact.

The range was closing rapidly, but the enemy did not open fire, maneuver radically, or give any other indication that he knew of our presence.

At 2342, with the range at 4300 yards, the task group commander ordered Division A-1 to fire a full salvo of torpedoes, broadside fire to port. We immedi-

ately fired eight torpedoes, full radar control individual target plan, using the second ship in column as point of aim. Our division then changed course 90° to starboard. Division A-2 meanwhile was taking station to the south and west to support with gunfire.

At 2346 four torpedo hits were observed in rapid succession from left to right. Each hit produced a red ball of flame followed shortly thereafter by violent internal explosions. Two ships were literally blown to pieces and a third, the heavy cruiser (see page 57), suffered successive violent explosions and soon became a mass of flames.

At this time, Division A-2 opened fire with their five-inch batteries. Only two pips remained on the PPI scope. One was the burning cruiser and the other was apparently a destroyer about 7000 yards to the south of the cruiser, still moving. A-1 Division was ordered to commence firing with its five-inch battery and we opened up on the target at about 8000 yards. This target also appeared to be under fire from Division A-2. After eight salvos we lost contact and our fire was checked. At this time, *Stack* reported seeing the destroyer sink.

Our division then changed course and stood toward the burning cruiser. We commenced firing with our five-inch battery but ceased fire after 10 salvos because I was uncertain as to the location of the other ships of our division.

At 0022 a destroyer was seen to sink near the stern of the burning cruiser. Within a few minutes, other ships of our force reported their radar screens clear. Both divisions adjusted their formations and commenced maneuvering to approach the blazing wreckage.

For about 25 minutes we circled the spot at about 1500 yards. The cruiser had sunk and there was much burning oil and wreckage in the water, with a mingled smell of burning fuel oil, diesel oil, and wood. The smell of burning wood and diesel oil was unusually strong. Survivors were seen in the water. The Task Group Commander prepared to pick up survivors but *Maury* reported engineering difficulties and it was decided to retire with Division A-1, leaving Division A-2 to pick up survivors.

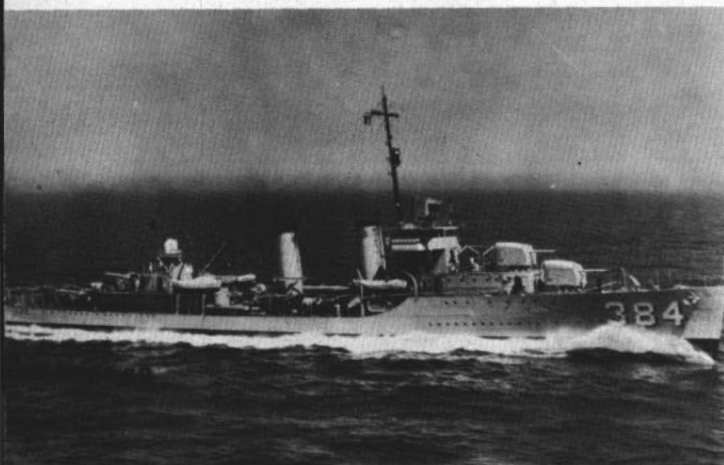
At 0116, our division retired at 22 knots; remaining at GQ until 0815.

*Such was the view from the bridge. Here's how a torpedoman, Carter Wells, TM3, USNR, saw it:*

**I** HAD THE PHONES ON and was awaiting action on Tube No. 1. The first word came from the bridge that there was a contact on our port bow.

The word was sent to prepare the port tubes, while the bridge talker gave information about the contact.

**USS DUNLAP** (DD 384) and **USS CRAVEN** (DD 382) of division A-1 attacked at night using their new radar systems.



He was uncertain as to just what it was, and I believe that he reported transports and quite a few ships in the convoy. Later, however, he said that they were fighting ships since they were traveling at 26 knots.

Meanwhile, during the readying of the mounts, the contacts were fast closing, until we came to about 5000 yards, which was our last report from the bridge.

The order for "Steady" was given and then the firing lights were lit. The torpedoes were then fired in the usual sequence, with every one shot out perfectly. The targets seemed to be visible with the naked eye, though I suspect that I thought I saw them.

After what seemed many minutes, but apparently were only three or four, I said to Houghton that it seemed to me that the shots were duds, since there was no explosion. Lewis, the director, seemed to feel the same, since he said he wished for a blast.

Just then a blast, about 5000 yards on our port quarter was visible and audible. It was quickly followed by a series of blasts louder and more visible. The first blast results lasted only a short time, whereas the second series led to other explosions, accompanied by huge billows of flame and much debris shooting toward the sky.

I only remember three definite explosions from torpedoes. The other blasts came from the shelling operations of our and the accompanying ships. I remember with what remarkable accuracy the bombing took place.

Because of our shifting course and we stayed on our tube, we could not watch the blasting and explosions of the ships. I do remember seeing at one time, the distinct silhouette of a smaller ship near the large fires, and about two minutes later that silhouette had disappeared.

As we approached the burning mass, we all remarked about the peculiar odor of the smoke. It seemed mostly that of kerosene.

Within about 10 or 15 minutes (at such a time, time or distances seem hard to estimate accurately) we were told to prepare for another run, for another ship which we missed. After some time searching, we left this last one to the other task force and departed.

*This is the way Lyle Wesley Mowery, CTM, USN saw it:*

Shortly before midnight of August 6, I was notified by the men on the torpedo tube that we had contacted four enemy ships on the radar, range 19,000 yards. Immediately after contact was picked up, the port battery was told to match up pointers by talker at torpedo director. Primers were already inserted. I stood by at the breach end of tube four.

In just a few minutes, word came down that the ships



**NIGHT FIRING** was effective with development of radar.

were 9000 yards away and making 26 knots. Then, very soon, word came down to stand by to fire. Torpedomen on tubes turned on their ready lights. The talker on tube four relayed all the word that came down from director, on to me.

We fired eight torpedoes, four salvos on port battery. They sure went out nice.

As soon as the eighth torpedo cleared the barrel, I received word to stand by to fire curved fire astern on starboard battery, but we didn't fire that side. Our three ships withdrew at good speed.

In a few minutes, I saw an explosion of fire dead astern, and about a second later two more explosions, one right after the other, just a little to the right of the first one. When the second and third explosion went, I could see the bow of a ship to the left of them; it looked like a destroyer.

One of the ships kept burning and exploding for quite a while. It looked like a very big ship. All our destroyers fired a few rounds of ammunition—were making some good hits.

They fired a few rounds back, but weren't hitting anybody. After the big enemy ship sunk, there was still fire on the water which looked like oil burning. We went up close to it, and I could smell oil plainly.

*Here's the way it went for Lang, as reported by its commanding officer, CDR John L. Wilfong, USN:*

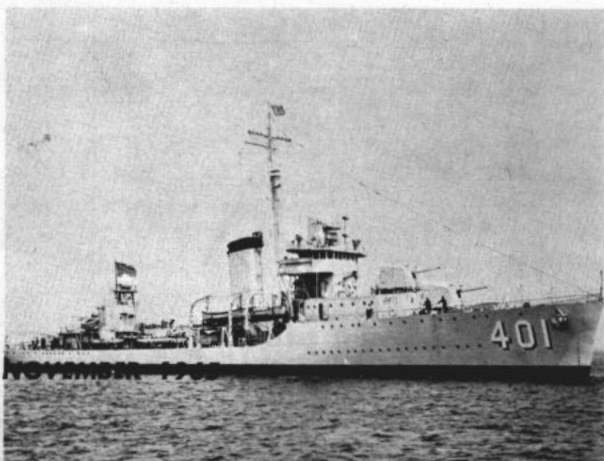
2346 Lang commenced firing.

2348 Having noted some gun flashes to the left of present target, checked fire and directed control to search to the left for a new target.

2349 Director on target by FD radar. Commenced firing.

2350 About third salvo, yellow fire broke out amidships and spread rapidly. Target seen to be a destroyer

**DESTROYERS USS Maury (DD 401) (left) and USS Lang (DD 399) worked together when attacking enemy at Vella Gulf.**







SILHOUETTED BY FIRE, Navyman man battle stations.

which returned an ineffective fire, apparently from two twin mounts. *Stack* and *Sterett* took up fire. Explosions noted in the largest burning target to the right.

2353 Destroyer rolled over and sank, ceased firing.

2353½ Conn directed control to search to the right of the burning cruiser where a few flashes had been seen.

2355 Control on target by FD radar. Commenced firing.

2356 Began swinging left to 090° and checked fire.

2358 Resumed fire, target appeared to be a destroyer which was also under fire from Division 1-A. Bridge structure of target reported shot away.

0000 Contact on above target lost, pips disappeared from radar. Ceased firing, bridge observers reported ship pounded to pieces and sank. Commanding officer was investigating steering difficulty reported by helmsman and did not see this ship go down.

0001 Commenced firing at burning cruiser.

0004 Began swinging right to 230°; checked fire.

0014 Steadied on course 050°, commenced firing at burning cruiser.

0017 An astounding sight appeared. An apparently undamaged destroyer moved slowly into silhouette in front of the burning cruiser. It was probably backing away from the cruiser but our speed gave it an apparent motion in parallax which seemed to make it move slowly ahead. It was on an apparently even keel, no fires on it are recalled, and was not firing in our direction if at all.

*Lang* shifted fire to it as did *Sterett* and *Stack*. Its

tripod mast structure was soon knocked forward at an angle of 30 degrees. Fires were breaking out on board it. *Lang* was preparing and requesting permission to fire torpedoes at it when a salvo of shells from *Sterett* hit just aft of amidships.

0022 There was a violent explosion aft, the bow pointed up at an angle of 60 degrees, ship sank stern first in a matter of seconds. Fire was then shifted back to the cruiser.

0022 Fired two torpedoes at cruiser, one aimed at foremast and the other at mainmast. One violent explosion was seen at proper time.

0027 Cruiser looked like a bed of red hot coals thrown a thousand feet in the air. This was followed by three or four similar explosions, probably from other torpedoes fired by the division, after which the cruiser seemed to break up and sink. A raging fire remained on the surface for some time, but the last pip disappeared from the radar at 0028.

Comments: Three destroyers and one cruiser sunk. I once was certain that I had seen two flaming ships in the area of fire to the left of the burning cruiser. These ships looked completely red hot and appeared to be one stack destroyers. They were in an area of oil fires surrounding all three.

Enemy gunnery was entirely ineffective. A few splashes were seen to fall over and astern of *Stack*. They seemed to be supplied with a flashless powder which gave a very small flash.

The personnel casualties must have reached a very high percentage of those involved, as no one could remain in the raging infernos which consumed all the ships before they sank.

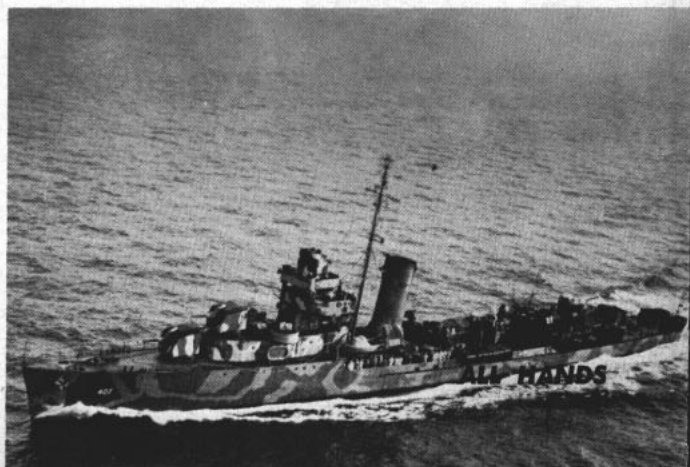
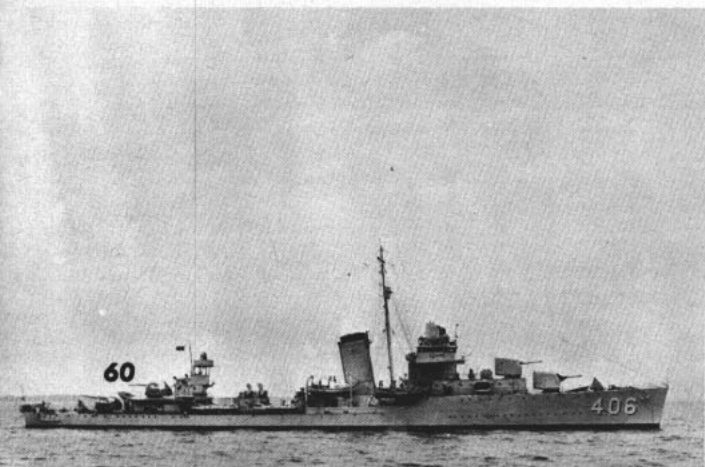
When *Lang* first steamed through the survivor area the sea was literally covered with men. They were every few yards as far as I could sweep the surface with my binoculars; it took about four minutes to cross this area.

When I first heard a strange sound I thought the crew had gathered to jeer at the last remaining flames and smoke of the enemy force, and ordered over the phone circuits and by megaphone for the crew to pipe down and get back to their stations.

However, it was evident that *Lang's* crew was not making the noise but that it was coming from the men in the water. In general it was a word that sounded like "Kow-we, Kow-we," chanted in unison so that considerable volume resulted. It was a wierd unearthly sound, punctuated at times by shrieks of terror.

Efforts to pick them up were unsuccessful, as on one occasion when they heard English, someone in the water blew a whistle and the chanting ceased and they all swam away from the ship.

DESTROYERS USS *Stack* (DD 406) and USS *Sterett* (DD 407) created a diversion with fire support against the enemy.



# DECORATIONS & CITATIONS



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ ANDERSON, Lester E., Gunner's Mate 1st Class, USN; ★ BARTH, Robert A., Chief Quartermaster, USN; ★ MANNING, Sanders W., Senior Chief Hospital Corpsman, USN, as members of the Project Sealab I aquanaut team from 1 Apr to 6 Aug 1964. As volunteers in the Navy's first deep submergence test, the three men lived for 11 days 192 feet below the ocean's surface, proving that skilled naval personnel can live and work effectively in an ocean environment.

★ ARTHUR, WILLIAM A., Captain, USN, as a Bureau of Naval Personnel deputy to the Head, Special Navy Task Force for Surface Missile Systems, from September 1962 to November 1963, for his contributions in resolving complex problems in the manning of the new fleet of Surface Missile System ships and in their supporting shore establishment.

★ BADGER, RODNEY J., Captain, USN, for service between 5 Jan 1960 and 30 Jun 1965 as Assistant Director for Captain Detail, Director, Officer Distribution Division, and Assistant Chief of Naval Personnel for Performance, Bureau of Naval Personnel, for his contributions in the field of personnel policy.

★ BALL, Richard E., Captain, USN, for his contributions in establishing and commanding the U. S. Naval Ship Missile Systems Engineering Station, Port Hueneme, Calif., from February 1963 to July 1965. CAPT Ball assumed command of this vitally important activity and developed it into a highly effective operating unit.

★ BAUMBERGER, Walter H., Rear Admiral, USN, for his contributions as Director, Ships Material Readiness Division, Office of the Deputy Chief of Naval Operations (Logistics), from May 1963 to May 1965. RADM Baumberger directly supervised the development and implementation of the Standard Navy Maintenance and Material Management (3M) System.

★ BENBOW, WILLIAM E., Captain, USN,

as Commanding Officer, U. S. Naval Guided Missiles School, Dam Neck, Virginia Beach Va., from December 1961 to April 1965, for his contributions in the training program supplying personnel to operate and maintain the *Polaris* weapons system.

★ BOOTH, Charles T., II, Vice Admiral, USN, as Deputy Chief of Naval Operations (Development) from October 1963 to March 1965, for his contributions while serving as principal assistant to the Secretary of the Navy and Chief of Naval Operations with responsibility for the Navy's research, development, test and evaluation program.

★ BULLARD, George C., Captain, USN, as a Navy member of the Chairman's Staff Group, Office of the Chairman of the Joint Chiefs of Staff, from 19 Dec 1962 to 16 Jul 1965, for his numerous contributions and services, including those of monitoring the Defense Atomic Support Agency and nuclear forces in general.

★ COLE, ALLYN, JR., Captain, USN, as Deputy Assistant Director for Communications Security, National Security Agency, for his contributions involving the defense of the United States and its Allied Nations against hostile intelligence efforts.

★ COTTEN, JOHN H., Captain, USN, as Chief, Special Studies Division, Policy Planning Staff, International Security Affairs Office, and as Deputy and senior officer in that division, for his contributions in political-military matters, ranging from handling of Berlin crises to technical studies on command and on the subject of control of international nuclear forces.

★ CRAIGHILL, Richard S., Rear Admiral, USN, for his contributions as Director, Politico-Military Policy Division, Office of the Chief of Naval Operations (Plans and Policy) from June 1963 to July 1964 and as Assistant CNO (Plans and Policy) until August 1965. He originated recommendations resulting in the successful negotiations for *Polaris* submarine bases at Holy Loch, Scotland, and Rota, Spain.

★ DIETZ, James S., Rear Admiral, SC, USN, as Commander, Defense General Supply Center, Richmond, Va., from 25 May 1964 to 31 Aug 1965 for his contributions including guidance and implementation of modifications to the supply system to meet both existing

and possible emergency demands.

★ EDELSON, BURTON I., Commander, USN, as Aerospace Assistant to the Executive Secretary of the National Aeronautics and Space Council from June 1962 to July 1965, for his accomplishments in the field of communications and navigation and his contribution to a military communications satellite system.

★ FARRIN, JAMES M., JR., Rear Admiral, USN, as Commander Norfolk Naval Shipyard and Industrial Manager, Fifth Naval District, from June 1963 to June 1965, for his contributions toward an outstanding record of day-to-day Fleet support of 200 ships homeported in the area, and in the preparations for overhauling nuclear powered ships.

★ FISICHELLA, ROSARIO A., Captain, MC, USN, as Senior Medical Officer, Headquarters Support Activity Saigon, Republic of Vietnam, from February 1964 to February 1965, for his contributions during a crucial period of operations in improving hospital planning, administration and medical service.

★ FRECHETTE, Arthur R., Captain, DC, USN, as Head, Professional Branch and Deputy Chief of the Dental Division, Bureau of Medicine and Surgery, and as commanding officer of the U. S. Naval Dental School, from October 1956 to May 1965. Among his accomplishments were the development of courses to improve the performance of dental officers and the establishment of a realistic program of dental care for dependents.

★ GAGE, Norman D., Captain, USN, as Commanding Officer, U.S. Naval Submarine Base, New London, Groton, Conn., from 6 Oct 1961 to 25 Jun 1965, for his contributions to the support complex of the *Polaris* Weapons System.

★ GIMBER, STEPHEN H., Captain, USN, from 19 Aug 1963 to 30 Jun 1965, while serving in the Defense Intelligence Agency, for his contributions to mission accomplishment and a sustained flow of intelligence on critical and complex problem areas.

★ GOLDBERG, Herschel J., Rear Admiral, SC, USN, as Deputy Chief of the Bureau of Supplies and Accounts from December 1962 to April 1965, for his contributions to the development and implementation of Uniform Automated



## DECORATIONS AND CITATIONS

Data Processing Systems which have improved the effectiveness of the Navy supply system.

★ **HAMILTON, George**, Commander, USN, as Naval Flight Officer/Officer/Technical Training Officer on the Staff, Chief of Naval Air Training, from June 1963 to August 1965, for his contributions to the Naval Air Training Command and to the Naval Flight Officer program in particular.

★ **HILLES, FREDERICK VANTYNE HOLBRO**, Rear Admiral, USN, as Commander Military Sea Transportation Service, Pacific Area, from 14 Sep 1964 to 30 Jun 1965, for his contribution to the operational readiness of MSTs in the Pacific.

★ **HINES, WELLINGTON T.**, Rear Admiral, USN, as Weapons Engineering Duty flag officer from October 1955 to June 1965, for his contributions to naval weapons superiority and his performance in aerospace fields.

★ **IRVINE, Robert K.**, Captain, USN, as Technical Director of the Navy Surface Missile Systems Project from March 1963 to May 1965, for his contributions to the operational readiness of Surface-to-Air missile ships, and to the Surface Missile Systems Project.

★ **KEEN, Timothy J.**, Commander, USN, as Special Technical Assistant to the head of the Special Navy Task Force for Surface Missile Systems, from September 1963 to August 1965, for his contributions to the solution of missile problems and to the *Terrier*, *Tartar* and *Talos* weapons systems, in order to bring about a satisfactory state of readiness in the shortest possible time.

★ **LEBOURGEOIS, JULIEN J.**, Commander, USN, as Administrative Aide to the Deputy Chief of Naval Operations, Plans and Policy, from December 1962 to July 1965, for his contributions in matters of major importance in the security of the U. S.

★ **MAYER, James L.**, Commander, USNR, as Commanding Officer, U. S. Naval Communications Station, Spain, from 21 Jun 1961 to 15 Jan 1965, for his contributions in the area of broadcast coverage, reliability of circuitry and security of ship-to-shore circuits.

★ **MAZZONE, Walter F.**, Captain, MSC, USNR, as Medical Technical Officer for Project Sealab I from 1 Sep 1963 to 4 Aug 1964, for his contributions, included designing and operating breathing equipment used by the Sealab inhabitants and the supervision of physiological tests of great value in the field.

★ **MILLS, William J., Jr.**, Commander, MC, USNR, for contributions in the field of cold weather medicine and surgery over a period of 10 years. He developed a surgical procedure in treating cold weather injuries that has been accepted by U. S. Armed Forces and NATO countries as a standard treatment.

★ **MINTER, Charles S., Jr.**, Rear Admiral, USN, as Commandant of Midshipmen from 2 Jun 1961 to 11 Jan 1964 and as Superintendent, U. S. Naval Academy, from 11 Jan 1964 to 12 Jun 1965, for his accomplishments leading to major improvements in the USNA academic structure.

★ **MOORE, Sam H.**, Captain, USN, as Director of Plans and Programs in the Navy Surface Missile Systems Project

from April 1963 to March 1965, for his contributions to the surface-to-air missile ship fleet.

★ **NELSON, WILLIAM T.**, Rear Admiral, USN, as Director, Ships Material Readiness Division, Office of the Deputy Chief of Naval Operations, Logistics, from April 1961 to May 1963, and as Chief, Military Assistance Advisory Group, Denmark, from August 1963 to June 1965, for his accomplishments in developing the concept of the Navy's Standard Maintenance and Material Management (3M) System, and for his contributions to the posture of Denmark's military forces.

★ **RENFRO, Edward E., III**, Commander, USN, from 6 Mar 1962 to 10 Jul 1965 while assigned to Headquarters, U. S. Southern Command, Quarry Heights, Canal Zone, for his contributions in supervising the implementation of a major portion of Military Assistance Programs (MAP) for 19 Latin American countries.

★ **THOMPSON, Robert E.**, Lieutenant Commander, MC, USN, from 1 Apr to 4 Aug 1964 as Team Leader of the Project Sealab I aquanauts; under his direction, the project team collected unique information which will be the basis for future naval underwater technology.

★ **WILDE, Louise K.**, Captain, USN (W), as Assistant to the Director of Waves from May 1946 to May 1952, and as Assistant Chief of Naval Personnel for Women from June 1953 to August 1957, for her accomplishments in the field of training and her contributions in legislative matters which enhanced the role and effectiveness of women in the Navy.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ **BROWN, PHILEMON D.**, Chief Electronics Technician, USN, for the rescue of five children from a burning home in Round Lake Beach, Ill., in May 1965. Hearing a cry for help from the house next door, Brown rushed to the scene and succeeded in pulling two children through a transom-type window to safety. Told that a baby was still in the house, he broke a window and entered, but was driven back outside by the dense smoke. Brown re-entered from the other side of the house and worked his way into a bedroom, where he found three small children. He made two trips through the smoke-filled house to carry all the children to safety. His actions were

## Six Medals Awarded Navy Pilot in Action over Vietnam

**T**WO DISTINGUISHED Flying Crosses, two Air Medals, a Navy Commendation Medal and a Purple Heart.

Lieutenant William E. Swanson, USNR, put in a heroic six months in the Far East. He earned these six medals for heroism while flying more than 20 combat missions against Viet Cong forces as a pilot of Attack Squadron 95 aboard the carrier *uss Ranger* (CVA 61).

Then, on 11 April, Swanson made his last flight. His plane was shot down.

About four months later, Vice President Hubert Humphrey honored the young pilot by presenting these six posthumous awards to his family.

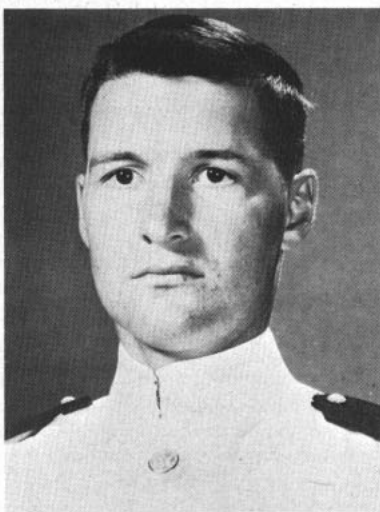
The citations read, in part, as follows:

### **Distinguished Flying Cross**

★ For heroism and extraordinary achievement in aerial flight during operations against enemy aggressor forces on 28 Jan 1965. As a pilot in a flight of four A1H aircraft on an armed reconnaissance and bridge strike mission, LT Swanson followed his section leader into a steep, dive-bombing attack, scoring a near miss on the target. Despite clouds of dust and smoke partially obscuring the target, Swanson rolled into a second dive and scored a direct hit, severing a 150-foot span of the bridge from its pilings.

### **Gold Star in lieu of Second Award**

★ For heroism and extraordinary achievement in aerial flight during operations on 11 Apr 1965. As section leader of a flight of A1H air-



craft on an armed reconnaissance mission, LT Swanson led his flight through towering thunderstorms in heavy rain to the target area. On two occasions he made low spotting passes over the road to identify suspected targets. When he spotted what he believed to be enemy vehicles on the road, he prepared to make a low sweep to investigate further. His aircraft was last observed to be enveloped suddenly by hostile antiaircraft fire. The plane entered a steep gliding turn, and crashed into the jungle. LT Swanson's cool, daring and professional airmanship on this extremely hazardous mission was in keeping with the highest traditions of the U. S. Naval Service.

### **Air Medal**

★ For meritorious achievement in aerial flight during operations on 11 Feb 1965. As pilot of an A1H air-

craft, LT Swanson carried out attacks against enemy military targets in the face of adverse weather and intense antiaircraft fire. He succeeded in starting numerous large fires with his bombs. After the strike, he was instrumental in the rescue of a downed pilot from another carrier.

### **Gold Star in lieu of Second Award**

★ For meritorious achievement in aerial flight during operations against enemy forces from 30 Nov 1964 through 16 Mar 1965. During this period, LT Swanson flew a total of 20 combat missions as wingman and section leader over enemy territory and adjacent waters, in support of search and rescue, anti-PT boat, reconnaissance, strike and other operations. By successfully completing all missions, under varying weather conditions, at altitudes ranging from 50 to 25,000 feet and without any loss or damage to any aircraft under his command, LT Swanson contributed immeasurably to the efforts against the enemy.

### **Navy Commendation Medal**

★ For meritorious achievement in aerial flight during operations on 16 Mar 1965, as a section leader in a flight of eight A1H aircraft. LT Swanson led the group on an armed road-cutting bombing mission. When they reached the target area, LT Swanson led the section into an attack on the narrow target road, which was situated in rough, mountainous terrain. Direct hits were scored on it. The Combat Distinguishing Device is authorized.

directly responsible for saving the lives of the five children.

★ **HEADY, FLOYD, O.**, Gunner's Mate third class, USN, and **O'DELL, THOMAS G.**, Radarman Third Class, USN, for the rescue of two men whose boat had capsized about 900 yards offshore at NAS Pt. Mugu, Calif., on 28 Feb 1965. O'Dell, who was fishing in the vicinity, was first to hear the cries for help. He plunged fully clothed into the cold water and swam to them with a life preserver. He then succeeded in getting one of the men to shore. Heady, who was on the beach, was told that one man was still with the capsized boat. He seized a nearby surfboard and swam through strong rip-tide

waters, to the near-drowning victim and brought him back to shore. The prompt actions of the two sailors undoubtedly saved the lives of the two victims.

★ **LARSON, DALE L.**, Lieutenant Commander, MC, USN, while serving aboard *uss Ranger* (CVA 61) on the night of 13 Apr 1965. During a serious fire in the number one main machinery room, LCDR Larson, though he had been trapped by heavy smoke for about 30 minutes without any artificial breathing apparatus, unhesitatingly broke away from a group of personnel evacuating the spaces and entered a smoke-filled isolation ward to rescue a hospitalized patient. By his prompt and courageous actions in the face of great personal risk,

he undoubtedly saved the patient from suffocation.

★ **LINGO, LAWRENCE F., JR.**, Boatswain's Mate 3rd Class, USNR, posthumously, for saving the life of one boy and attempting to save another on the beach at Hollywood-by-the-Sea, near Port Hueneme, Calif., on 25 Apr 1965. Hearing the cries of the two boys, who were caught in a rip tide and were being swept out to sea, Lingo swam into the tide and pulled one boy from the current. He then returned in an effort to reach the second boy. In sacrificing his own life during this heroic attempt, Lingo upheld the highest traditions of the U. S. naval service.



# TAFFRAIL TALK

**H**UMAN NATURE being what it is, it's much easier, we have found, to view with alarm than point with pride.

A most refreshing exception to this attribute was to be found in the columns of the *Evening Star* of Washington, D. C. not too long ago. In them, the syndicated author James J. Kilpatrick had a few words to say about his son, age 17. Since his problems are so similar to those of parents throughout our civilization with sons aged 17, we reprint below, in part, with permission of Mr. Kilpatrick and the *Evening Star* his thoughts on the subject:

*Contemplate, if you will, the teen-aged son. Survey him, if you can stand the experience, from head to toe.*

*The uncombed mass up top is not, as you may imagine, a floor mop of vintage '59. That is his hair. It flows in waves across the brow, caresses the ears, and ripples in Barrymore ringlets down the collar. One assumes, equally, that it is a dirty collar, for this is the third, or fourth, or fifth day on the same shirt. And it is not as if there were no clean shirts in the drawer. It is as if this son were 17.*

*Continuing the dreary scrutiny, one finds the shoulders concave and the chest convex. On south, there is the shirttail, which is out. It has peanut butter on it. And motor oil. There follow the khaki slacks; they are accordion pleated—horizontally. Their only virtue is that they conceal the socks that once were white. At bottom are the loafers, as these shoes are so aptly called, scuffed and frowsy and down at the heel.*

*Three months ago this paragon of fashion arose in the morning on a split-second schedule most carefully contrived. This permitted him to languish in his bed until the precise moment that breakfast arrived on the kitchen table; it allowed 30 seconds for what may charitably be called a shave—the kind of shave that leaves great straggly whiskers on the neck. Doubtless he could have done better if his eyes had been open.*

*It is to exaggerate, but not much. A good boy, dearly loved, generous in his instincts—but 17.*

*Came the Navy! To be precise, came the Naval Reserve and, with it, 80 days of summer boot camp at Great Lakes, Ill. He returned a week or so ago.*

*You wouldn't believe it. Gone is the mop-top. His sunburned brow is crowned by a small turf of hair as tightly mowed as a putting green. He turns out to have nice ears, both of which are clean. He is shaved until he shines like a cue ball. He stands like an arrow. Three times in one day he has taken a shower.*

*This is not all. He is full of strange expressions. "Can't stand all this gear adrift," he says, and he begins stowing his gear away. "You'll never pass P. I.," he tells his startled younger brother.*

*You can read the date of a quarter, reflected in his glossy loafers. He says "Yes, sir," with the air of a recruit who expects to dive-and-take-20, meaning push-ups, if he fails to make his bed to perfection. He has gained 20 pounds, all muscle.*

*These miracles have been wrought, one comprehends, largely through the expert ministrations of a Navy petty officer named MR. Banks, and through disciplines that doubtless date back to long before Lord Nelson's day. I think I'd like to meet MR. Banks.*

*Will it last? The object of these affections is still 17; and 10 days have passed, and this morning he stayed in the rack.\**

Like columnist Kilpatrick, ALL HANDS extends a note of thanks to NTC Great Lakes, its instructors, and Mr. Banks.

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

● **AT RIGHT: PIN UPS**—This representative collection of submarine insignia of the navies of the world was forwarded by Captain C. W. Styer, Jr., USN, who has spent over fifteen years gathering them. U. S. submariners may find the collection useful in recognizing their counterparts in other navies. Some are missing but this is one of the most complete displays of its kind.



SUBMARINE INSIGNIAS  
OF NAVIES OF THE WORLD



UNITED STATES



TURKEY



GREECE



RUSSIA



GERMANY WW I



ISRAEL



FRANCE  
ROCKET SUB



PORTUGAL (COLD)



GERMANY WW II



PORTUGAL



FRANCE



JAPAN



DENMARK



W. GERMANY



PERU



BRAZIL



SPAIN



SWEDEN



VENEZUELA



CHILE



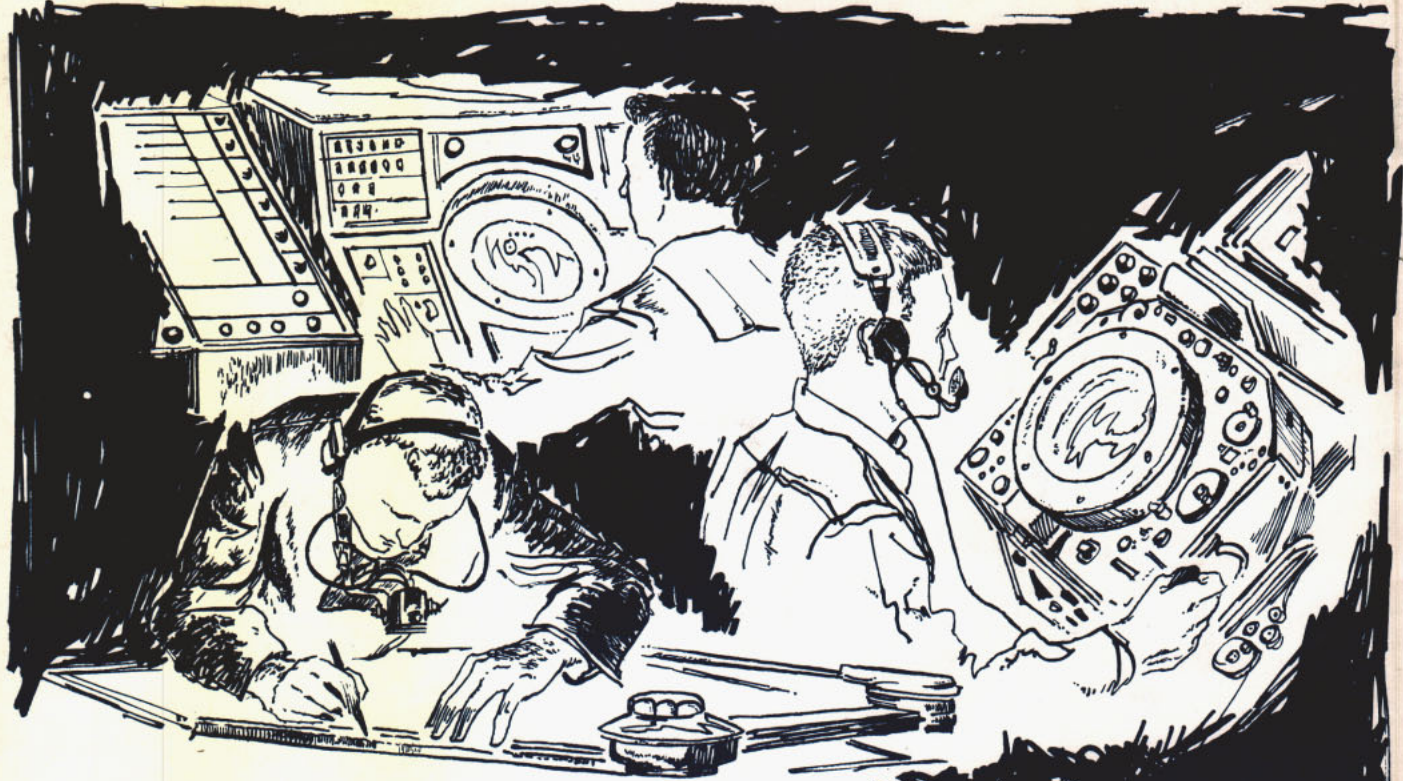
ITALY



ARGENTINA

CANADA





Navy's

**A**lert

**S**wift

**W**atchful

Team

